

Prices and Prospects.

CLOSE CALL FOR SOME FURNACES DUE TO NO GAIN IN COKE RECEIPTS

Movement Not as Favorable
As Had Been Expected
Last Week.

NO MARKET OFFERINGS

Now Develops That Contracts in
Force Are of Greater Extent Than
Had Been Estimated; Are Absorbing
All Merchant Coke Being Shipped.

Special to The Weekly Courier.

PITTSBURG, April 12.—The Carnegie Steel company has now either taken out or put in operation all its furnaces, and has 49 of its 59 furnaces in full operation. The majority of the 10 furnaces out are furnaces of relatively small capacity. The National Tube company continues to operate 10 of its 11 stacks, the idle furnace being in the Lorain group. Other steel interests are operating in substantially the same manner. Very few merchant furnaces are banked or out of blast, but many that are in operation are running at rates below capacity, adjusted to the coke supply.

In the past few days there has been a decrease in coke receipts at furnaces, and some of the stacks in operation have had close calls for making. The 100 per cent coke can apply the first three days of last week did not pan out as well as was expected, as it has developed that the supplies on Tuesday and Wednesday were made up in part of cars that could not be loaded on preceding days, and thus quite a number of cars were counted twice in the railroad reckoning. The last three days in the week, moreover, showed decidedly poor supplies and altogether the week's loading did not make a strikingly favorable showing. It is quite impossible, of course, for the operators suddenly to increase their loadings very greatly. A continuously good car supply would be another matter.

The coke market remains practically bare of offerings, except for occasional "loose" cars. These are usually sold in restricted cars, that are shipped only to certain points. The heavy coke shipments of the last few weeks have made it evident that the coke contracts in force are of greater extent than was estimated. Most of the contracting was done prior to the price fixing, and particularly in the period between the passing of the Lever Act and the price fixing. Both buyers and sellers were decidedly reticent at the time as to what they were doing, and the trade was unable to form its usual estimates as to the volume of contract business done. Later there were estimates made as to the average price involved in the contracts, but this could be estimated more accurately than the total volume. The average price was estimated long ago to be between \$8.25 and \$8.50. This average does not take into account the contracts that were made on an adjustment basis, the spot market prevailing, nor does it take into account the ratio contracts, which up to the first of this month were settled on the basis of \$33.00, Valley, for basic iron, while now they are subject to a \$32.00 pig iron price.

The contracts are absorbing almost completely the merchant coke being shipped, and any excess of coke that might develop would probably go in the form of overshipment, as with many months of insufficient supplies in the past the individual buyers would not be averse to accumulating a surplus. It seems to be the expectation of the trade that coke shipments will have to run at an average of 375,000 tons a week for several weeks before any sizable tonnage of coke appears for sale in the open market. There are occasional transactions and there is also a considerable tonnage sold under direction of the Fuel Administration, all the tonnage, of course, going at the set prices, which remain as follows:

Furnace, 72-hour selected \$6.00
Crushed, over 1-inch \$7.20
The local coal market continues to be fair. There are fair supplies and prices are moderately well taken care of. Brokers, who are permitted to make arrangements with consumers to collect a 15-cent commission for buying coal, and that they do not receive many applications of this description, while it is certain that if coal were really scarce there would be many offers of this sort.

The lake coal shipping operations will probably open slowly. The tonnage is going to be distributed differently from the arrangements, or lack of arrangement, in former seasons, and the Pittsburgh district will furnish less than the customary tonnage, and particularly less than the amount called for last year. The entire movement of iron ore down the lakes and of coal up the lakes is to be made to fit the facilities of the railroads, the vessels and all other elements being held subject to the railroad movement. Rail congestion is thus to be avoided, and as the railroads are constantly getting into better shape there will be no effort to push lake shipments in the first few weeks of lake navigation. Ice is ex-

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Bush district) and the Lower Connellsville region (often called the Klondike and sometimes the Massena district) to principal points for shipment, are as follows, per net ton of 2,000 pounds, effective June 15, 1917:

Destination	Rate
Baltimore	\$7.95
Buffalo	2.00
Chicago	1.55
Cincinnati	1.65
Cleveland	1.75
Columbus	1.80
Detroit	2.25
Erie	1.90
Harrisburg	1.65
Indianapolis	1.55
Louisville	2.65
Madison	2.35
Marion	2.00
Memphis	2.00
Mobile	2.00
New York	2.00
Philadelphia	2.00
Pittsburgh	.90
Port Henry, N. Y.	2.95
Reading	2.00
Richmond, Va. (R. & O.)	2.00
Richmond, Va. (P. R. R.)	2.10
South Bethlehem	2.15
Swanton, Pa.	2.15
Toledo, O.	2.00
Wheeling	1.35
Valley Point	1.55

For Export:
From Connellsville District:
Philadelphia (P. O. B. vessels) \$1.95
Baltimore (P. O. B. vessels) 1.95
From Latrobe District:
Philadelphia (P. O. B. vessels) 1.75
Baltimore (P. O. B. vessels) 1.75

pected to be out of the channels by the end of next week.

The pig iron market continues dull as to the actual turnover, consumers being well covered by contracts. Deliveries in nearly all cases are in arrears, but the furnaces are shipping iron in accordance with actual needs of customers rather than according to the precise terms of the contracts. Despite heavier shipments for several weeks past consumers seem to be in need of more iron. No sales are reported at less than the government limits, which remain as follows:

Bessemer	\$28.25
Basic	\$32.00
No. 2 Foundry	\$32.00
Available	\$33.50
Force	\$32.00

These prices are f. o. b. furnace, freight to Pittsburgh in the case of the Valleys being 45 cents.

STEEL PRODUCTION NOW EQUAL TO THE AVERAGE OF THE LAST TWO YEARS

Complete Recovery From the Curtailment of Winter; Where is Steel Going? is a Conundrum.

Special to The Weekly Courier.

NEW YORK, April 12.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Production throughout the iron and steel industry is now fully equal to the average production in 1916 and 1917. There has been a complete recovery from the curtailment of the winter. Any further increase in production that may occur will represent production in excess of previous averages, actual capacity being between 15 and 20 per cent in excess of capacity two years ago. Coke supplies have increased a trifle in the past 10 days, but further increases are required, particularly through the Connellsville region being furnished more cars. Labor scarcity is beginning to be felt at a few steel mills, but is not a serious problem thus far at least.

The conundrum is where the steel is going. Capacity in finished rolled steel is 2,000,000 gross tons a month, and production at present is running above 2,500,000 tons. Shipments on account of all shipbuilding in the United States have not yet reached 10 per cent of this amount. Steel shipments are not five per cent. Freight car orders for government account are still to be placed. There is practically no new construction for ordinary peace purposes. Passenger automobile building has decreased. Operations of many commercial consumers are restricted because they cannot get the steel. No steel can be seen accumulating at any point, and mills have been reducing their stocks in the past few weeks, with better car supplies. Exports have not increased, and are being made largely out of accumulations that have lain at seaboard for months.

It is clear that the War Industries Board made no mistake in reaffirming steel prices to June 30. The market shows no disposition at any point to shade the set prices. If expectations of such an event were entertained the time limit for their fulfillment must be extended.

In pig iron, unfinished steel and finished steel products new buying is very light. There were heavy forward engagements before price fixing was undertaken, and there are very large unfilled contracts still, while of course buying for the distant future could not be expected at this time.

25,000 Miners in Military Service.
Of the 750,000 coal miners in the United States 35,000 already are in the service and about 113,000 are subject to conscription.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 13, 1918.	WEEK ENDING APRIL 6, 1918.
DISTRICT.	Ovens. In. Out. Tons.	Ovens. In. Out. Tons.
Connellsville	19,919 17,331 1,988 177,150	19,919 17,331 1,987 172,926
Lower Connellsville	17,609 15,121 2,245 157,141	17,609 15,399 2,270 160,130
Totals	37,528 32,452 4,233 334,291	37,528 32,730 4,257 333,056
FURNACE OVENS.		
Connellsville	16,842 15,292 1,550 148,838	16,842 15,283 1,550 144,411
Lower Connellsville	5,526 4,833 963 49,345	5,526 4,857 969 49,111
Totals	22,368 20,125 2,513 198,183	22,368 20,140 2,519 193,522
MERCHANT OVENS.		
Connellsville	3,077 2,639 438 28,512	3,077 2,639 438 28,512
Lower Connellsville	11,815 10,561 1,252 111,196	11,815 10,542 1,293 111,025
Totals	14,892 13,200 1,720 139,708	14,892 13,181 1,730 139,537
SHIPMENTS.		
To Pittsburgh	2,906 Cars. 108,105 Tons.	3,288 Cars. 117,735 Tons.
To Points West of Pittsburgh	4,035 Cars. 147,661 Tons.	3,800 Cars. 139,261 Tons.
To Points East of the Region	1,467 Cars. 50,310 Tons.	1,138 Cars. 39,992 Tons.
Totals	8,408 Cars. 306,076 Tons.	8,226 Cars. 307,988 Tons.
By River	8,300 Tons.	By River, 11,500 Tons.
TOTAL.	314,376 Tons.	TOTAL, 322,298 Tons.
Corresponding Week, 1917	375,419 Tons.	376,450 Tons.

PREFERENCE LIST FOR DISTRIBUTION OF COAL AND COKE

Industries Served in Order of
Importance Toward Win-
ning the War.

OTHERS NO PREFERENCE

No Effort to Limit Supply of Fuel or
to Classify the Nonessential Indus-
tries; Aim to Keep Important Ones
Running Without Serious Delay.

The Priorities Board has adopted a preference list designed for the guidance of all governmental agencies in the supply and in the distribution of coal and coke by rail or water. In the preparation of this list the board has not undertaken to classify any industry as nonessential or at this time to limit the quantity of fuel which any particular industry or plant shall receive.

"The board," says the official announcement, "has listed certain industries whose operation is of exceptional importance, measured by the extent of their direct or indirect contribution either toward winning the war or toward promoting the national welfare, and these industries will be accorded preferential treatment by the Fuel Administration in the distribution of coal and coke, and also in the transportation of such coal and coke by the railroads."

"This same plan will be followed in accordance with preferential treatment to war industries and plants in the transportation of raw materials and supplies required by them in their manufacturing operations, so that they may not be delayed or hampered in complying with priority orders issued against them, governing their products."

"Preferential List No. 1 is not complete in itself, but it will be noted that provision is made for certifying additional classes of industries, and also individual plants whose operations are necessary as a war measure. "In determining what industries or plants are entitled to be certified, two factors will control: (1) The relative urgency of the uses or purposes for which the product of the plant is utilized, and (2) the per cent of the product of the plant utilized in war work, direct or indirect, or work of exceptional or national importance. No plant, a very substantial per cent of whose product is not of exceptional importance, can be accorded preferential treatment."

"The priorities commissioner shall, under the direction of and with the approval of the Priorities Board, certify additional classes of industries, and also certify individual plants whose operation as a war measure is of exceptional importance, which industries and plants when so certified shall be automatically included in this Preference List, which shall be amended or revised from time to time by action of the Priorities Board to meet changing conditions. "No industries or plants which are or may be included in this Preference List, and no significance should attach to the order in which the industries or plants appear in the list."

The list follows:

Aircraft.—Plants engaged exclusively in manufacturing aircraft or supplies and equipment therefor.

Ammunition.—Plants engaged in the manufacture of ammunition for the United States government and the allies.

Army and Navy cantonments and camps.

Arms (small).—Plants engaged in manufacturing small arms for United States government and for the allies.

Chemicals.—Plants engaged exclusively in manufacturing chemicals.

Coke plants.

Domestic consumers.

Continued on Page Eight.

EMBARGO ON COAL SENT VIA P. R. R. TO CERTAIN MARKETS IN THE EAST

Shippers Originating in This Section
to Be Made by the D. & O. and
the Western Maryland.

In order to insure an increased movement of bituminous coal to points in eastern Pennsylvania, New Jersey and New England, the Fuel Administration has issued an order amending the zone system of distribution as it affects the markets in Baltimore and Washington.

Under the order, which becomes effective April 20, coal originating on the Pennsylvania railroad, Monongahela railroad and Huntington & Broad Top Mountain railroads and their short line connections in Pennsylvania, West Virginia and Maryland, when routed via the Pennsylvania railroad, is embargoed from Baltimore and Washington markets.

To meet this situation the Fuel Administration will arrange for the essential supply for these markets from mines on the Baltimore & Ohio railroad, and their connections, which roads "afford a much more direct route to these points."

DISCUSS CAR SHORTAGE

Bel Fuel and Railroad Administra-
tion Heads No Not Agree.

WASHINGTON, April 12.—Differences between the fuel and railroad administrations as to the best means of relieving the shortage of coal cars at the mines were gone over at a conference today attended by Fuel Administrator Garfield, Chairman Baruch of the War Industries Board and John Skelton Williams, director of purchases for the railroad administration.

Later it was said no agreement was reached. The Fuel Administration objects to the system by which the railroads are permitted to give 100 per cent car supply to mines which furnish railroad fuel.

GEORGES CREEK STRIKE

Is Called Off After Sharp Message
From Administrator Garfield.

CUMBERLAND, Md., April 12.—All miners of Georges Creek and the Upper Potomac fields resumed operation this morning after a one-day strike.

A telegram from Fuel Administrator Garfield stated to the strike leaders that in a time like this their grievances would not be considered and he advised them to return to work. After a hasty consultation the miners decided to resume work.

WAGE INCREASE LAURE

Recent Advance Will Add Enormously
to Steel Company Payrolls.

The increase of approximately 15 per cent in the wages of steel workers will add about \$104,100,000 a year to the payrolls of the companies as follows:

United States Steel Corporation, \$22,105,660; Bethlehem Steel Corporation, \$12,596,747; Republic Iron & Steel Company, \$5,636,172; Lehigh Valley Steel Company, \$885,780; other companies, \$35,875,741.

OLD MINES TO REOPEN.

Plants Idle Since the Civil War Are
Being Explored.

Increased demand for coal by the various industries of the country and particularly by the Pittsburgh district has caused the reopening of numerous mines which had been abandoned.

It is said that almost every coal mine in the Monongahela valley has been explored with a possible view of its being reopened. Some of the mines have not been in operation since the civil war.

Coal to Brazil.
All of the coal imported at Rio de Janeiro in December last, 51,676 tons, came from the United States.

RAILROADS CAN NO LONGER ENJOY COAL PRICE CONCESSIONS

Government Rate Prevents
Continuation of Former
Practice.

WILL COST R. R.'S. HEAVILY

Estimated That Fuel Bill This Year
Will Be Increased at Least \$40,000,000
Over That of 1917; Revision of
Price Now Subject of Consideration.

Radical changes in the purchasing of coal by the railroads of the United States, which may increase the cost of operation under government control by as much as \$40,000,000, are being considered by Dr. Harry A. Garfield, federal fuel administrator, and John Skelton Williams, director of finance for the railway directorate.

The railroads will no longer enjoy the preferential rates which they have in the past forced from the operators in return for providing 100 per cent empty cars to favored operators. The exact price which the government must pay has not been determined.

This question, in addition to the effect it will have on the railroads, involves the entire distribution of steam coal. It is estimated that the transportation systems require 25 per cent of the entire output, and the war industries, also a preferential class, in the neighborhood of 65 per cent of the remainder.

No decision is to be made in the matter that will not be equally advantageous to both essentials. Fuel administration officials are fixed to their determination not to continue the old practice of the railroads on the principle that the government cannot be a party to any unequitable arrangement.

It is expected that, as a result of whatever agreement is reached, the railroads and war industries will be supplied, operators will obtain as nearly as possible a number of cars that their production warrants, and working conditions will be maintained at an equitable level in all fields.

It was held that to allow the railroads to purchase at any figure too greatly at variance with the price fixed by the Fuel Administration would prevent the consummation of any of these results.

The first thing that would follow the granting of preferential rates to railroads, it was explained, would be to increase the car congestion shortage, which today shows no improvement in the coal trade over this date last year. It also would prevent the operators from finding their natural markets as planned under the zoning system and disorganize mine labor.

From the Fuel Administration viewpoint, the latter contingency is the more serious. Unless all mines are given a fair share of the available cars, part-time working conditions cannot be prevented, it was held, and probably bring on industrial unrest throughout the entire industry.

In the past railroads and others of the larger industries have been able to command from the mines prices that the ordinary consumer could never hope to get. Contracts have come to the attention of the Fuel Administration calling for coal at a figure far below the cost of production. Most of them expire on April 1, with the end of the year. But there are many instances of long-time agreements, and the cancellation of all such contracts is among the steps being considered.

The prices which have been set by the Fuel Administration were all worked out on a basis of 10 per cent over the cost of production, and provide no place for contracts 50 per cent or more below that figure.

Continued on Page Eight.

Production and Output.

IRREGULARITY IN CAR SUPPLY PREVENTS INCREASE IN TONNAGE

COKE TRADE SUMMARY.
Last week's supply failed to sustain its strength, the last half of the week showing such a dwindling that the average was but 60 to 70 per cent. This was materially better than the average of preceding weeks, but it did not have its reflex in increased shipments due to two causes. There was irregularity in placing cars, some plants being without them one day, one plant without them three days, another for two days, and so on. Again the afternoon of last week was in evidence in some parts of the region resulting in a shortage of men.

These hindrances were local in character, the general situation on the whole being regarded as showing slight improvement. The experience of the week has merely reminded shippers that so long as there continues a wide fluctuation in car supply from maximum to minimum on succeeding days, or a similar fluctuation, it will not be possible to make very great permanent progress in the matter of increasing the weekly average of shipments. It is difficult to adjust labor supply to a car supply of 100 per cent on one day and 50 or 60 on the day following.

The former calls forth the full man-power of a plant, which few have at this time, while the latter deprives a certain number of cars of a chance to work. The result is unsatisfactory operation and dissatisfaction among the workers.

The aggregate movement from the region for the week was 314,376 tons.

BY-PRODUCT OUTPUT FELL OFF SLIGHTLY DURING WEEK APRIL 6

Production Was 466,224 Tons, Compared With 473,563 Tons of Previous Week; Ratio 87.5%.

The output of by-product coke during the week ending April 6, as shown by the report of the United States Geological Survey, was 466,224 tons from ovens having a capacity of 532,353 tons, a loss of 7,239 tons, as compared with 473,563 tons produced by ovens having a capacity of 534,638 tons during the week of March 30. The ratio of tonnage produced to actual capacity declined from 88.6 per cent to 87.5 per cent. The decrease was attributed mainly to labor shortage in Pennsylvania.

No material changes were reported by any of the states with the exception of Pennsylvania, where production amounted to 79.3 per cent of full-time capacity compared with 83.8 per cent for last week. The loss in this district is attributed to labor shortage reported at 5.3 per cent of full-time capacity, while no loss due to labor trouble was reported during the previous week.

The lowest ratio of production to capacity was reported by Indiana at 73.1 per cent of full-time capacity. The total production of by-product coke in the United States, including that of the Connellsville region as reported by The Courier, was 624,000 tons, a decrease of about four per cent. The four principal coke-carrying railroads hauled 12,301 cars as compared with 13,320 cars during the week of March 30.

TO ENFORCE CLEAN COAL

Special Inspection Division for That
Purpose Is Created.

In order to enforce the regulations of the Fuel Administration requiring the loading of clean coal, a special inspection division has been formed and Charles M. Means, a Pittsburgh mining engineer, placed in charge.

Mr. Means will be chief inspector and will have a large staff of assistants who will serve in the coal fields and check the output of the mines before it is shipped to consumers. This coal must meet the requirements of the Fuel Administration covering the subject of "clean coal."

WEEKLY RECORD

Of the Production and Shipments of
Coke in the Connellsville Region.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1918 to date is shown in net tons in the following tabulation:

Week.	Prod.	Ship.
Jan. 5	111,357	63,725
Jan. 12	146,990	90,717
Jan. 19	147,555	96,570
Jan. 26	122,045	89,890
Feb. 2	126,268	88,370
Feb. 9	133,050	91,075
Feb. 16	112,610	91,162
Feb. 23	158,871	107,978
Mar. 2	160,312	116,516
Mar. 9	186,243	128,166
Mar. 16	183,724	145,597
Mar. 23	188,966	155,727
Apr. 6	192,525	139,540
Apr. 13	194,783	136,708

E. S. Has Over Half of World's Coal.
Of the probable coal in the world, the United States has about four-sevenths, and China and Canada each one-seventh. Germany has about one-seventeenth and Great Britain one-fortieth. The world's coal supply is estimated at 7,400,000 million tons.

Difficult to Equalize Fluctuation With Labor Supply Available.

LAST WEEK GOOD EXAMPLE

Car Supply Jumped to 100 Per Cent for Three Days Then Dwindled, Making Average But 60 to 70%; Hard to Adapt Labor to Conditions.

Notwithstanding the car supply did not hold up to the record made during the first three days of last week, the average for the week and the region as a whole was the best that has ruled for many weeks past. One hundred per cent, or very close to it, was maintained for the first half of the week, but it dwindled toward the close, cutting the average down to between 60 and 70 per cent. Shipments were not fully up to the expectations to which improved car service had given rise. There was more or less irregularity in car distribution, such as has been common to the service for many months, and in some parts of the region the aftermath of Easter celebrations was still in evidence. One plant, quite near a car distributing point, was without cars three days. Another somewhat more removed from this center lost one day's loading for lack of cars. At others there was a shortage of both men and cars.

One plant of a group of three made four days, while its neighbors made full time with somewhat reduced working forces.

These hindrances were local rather than general, the situation considered as a whole having improved slightly, which is about the most encouraging view that can be taken of it. This week made a start similar to that of last, so far as relates to the car supply for Monday and Tuesday, the distribution being approximately 100 per cent on each day. Yesterday it dropped to about 40 per cent, differing from the corresponding day of last week, which had 100 per cent supply. The continuing irregularity of car supply, such as 100 per cent on one or two days, then a dropping off to 30 or 40 per cent on the day succeeding, or any other marked fluctuation from day to day, creates a condition that is most difficult for the producers to meet. A coordination of working forces to these changes is quite impossible. A full car supply calls out a plant's full man-power complement, which relatively few of them have at this time. When an unusual number of cars is placed every available man has to be pressed into service. If on the following day the car supply drops to one-half or one-third, that means a corresponding number of men will not be required for the day's run. Naturally this results in more or less disarrangement of that orderly operation which is conducive to the best results, and

TRANSPORTATION TROUBLES CAUSE OF TONNAGE DECREASE

Of the United States Steel Corporation During the Past Year.

BIGGEST DROP IN COKE

Combined Output of Beehive and By-Product Coke 8 Per Cent Less; Steel Ingot 3, While Pig Iron Fell Off Nearly 2,000,000 Tons From 1916.

All the United States Steel Corporation tonnages for 1917, says the American Metal Market, showed decreases from 1916, with the exceptions that there was a slight increase in the amount of coal mined for gas and steam purposes against a large decrease in coal mined for coking. There was a slight increase in the production of open-hearth ingots with a large decrease in Bessemer ingots, and there was a slight increase in shipments of finished rolled steel to the domestic market, with decreases both in the output of such products and in the shipments for export.

The corporation's generally reduced output harkens back to the transportation difficulties of the year, which were particularly accentuated in the closing weeks of the year, and relating particularly to the movement of coke. While there was some difficulty in shipping finished steel, such difficulties were encountered chiefly after the close of 1917. That it was difficulty in moving coke rather than difficulty in moving steel that caused the trouble is shown clearly by analysis of the figures. Coke production, beehive and by-product combined, decreased 8 percent, while pig iron decreased 11 percent, the difference being presumably that with irregular coke supplies the coke consumption per ton of pig iron produced increased slightly. There could not have been enough sticking of coke, if indeed there was any, to account for the difference.

Coming down to ingots, there was a decrease of 3 percent, suggesting that pig iron stocks were absorbed, and this it was well known at the time actually did occur. The production of finished rolled steel for sale decreased 3 percent, the same as ingots, but to make the showing still clearer, while the output decreased 517,881 tons, the actual shipments decreased only 171,383 tons, this net decrease being made up of an increase of 121,615 tons and a decrease of 293,598 tons.

An interesting comparison is to be made between the United States Steel Corporation and the independents in the matter of pig iron and steel ingot production. As to totals for the country, it will be recalled that pig iron production decreased from 39,434,737 tons to 38,647,337 tons, or by 800,000 tons, whereas if we are to follow the partial statistics of ingot production thus far gathered there was an increase in ingots from 41,490,000 tons to 42,233,000 tons, or 800,000 tons. The divergence is attributable to the consumption in 1917 of pig iron stocks, though some other influences may have had a slight bearing.

The United States Steel Corporation's pig iron production decreased nearly 2,000,000 tons, so that the blast furnace industry apart from the Steel Corporation increased 1,200,000 tons. The statistics of merchant furnace output showed that the merchant furnaces made about 100,000 tons more in 1917 than in 1916. The remainder of the increase, 800,000 tons, is chargeable, except for one or two minor influences, to the independent steel-producers, in their own blast furnaces.

With a decrease of 625,000 tons in the corporation's make of ingots, and apparently an increase of 800,000 tons in the make, it would appear that the independents increased their ingot output about 1,400,000 tons. To do this, they had, apparently, 800,000 tons more of their own pig iron output, plus any stocks they may have had on hand, plus any additional iron they may have secured from merchant furnaces. It is doubtful, however, whether they had all three sources of increased supply, for in that case they should have been able to make still more ingots, unless indeed the supply of scrap materially decreased. That, by the way, is a distinct possibility.

THREE UNITED FIRE BRICK PLANTS ARE SOLD FOR \$180,000

Sale Reported to Court in Uniontown This Morning By The Receivers.

Sale of the three plants of the United Fire Brick company for \$180,000 was reported to court in Uniontown Thursday by the receivers, T. B. Palmer, Harry Whyel and F. E. Markell.

The Uniontown Real Estate company becomes owner of the Dunbar plant of 1,200 acres for \$125,000. George Whyel bought the two remaining plants, one of 350 acres at Fairbance and the other at Fairhope, Somerset county.

TRIPLE ALLOTMENT

That is the Aim of First Bank of Yukon, Westmoreland County. The First Bank of Yukon, Westmoreland county, of which Gaetano Corrado of Connelville is president, is endeavoring to triple its allotment in the third Liberty Loan. The allotment is \$11,500. To date the subscriptions received through it amount to \$19,000. Yukon is a small mining town.

WAGON MINES CANNOT CHARGE RETAIL PRICES FOR COAL DELIVERED

Must File Statements of Hauling Cost But Cannot Add Them When Loading Into Open-Tops.

According to a ruling issued some days ago by the United States Fuel Administration, a wagon-mine is not a retail yard and the owner is not a retail dealer. The price which the wagon-mine owner is permitted to charge is the government price for the district, plus the actual cost of hauling the coal from the mine to the point of delivery, to householders or other consumers.

Wagon-mine operators are required to file with the Fuel Administration a monthly statement of their actual hauling costs.

Where a retail dealer operates a wagon-mine, hauling coal direct from the mine to the consumer, the Fuel Administration rules that to the extent he is operating a wagon-mine and must observe the prices of a wagon-mine, and not those of a retail yard.

By a ruling of a subsequent date operators of wagon-mine will not be allowed to add the cost of hauling to the government price when the coal is loaded into open-top cars, except when such coal is bought by a railroad for its own use.

This decision affirms the rulings promulgated October 6, 1917, under which operators of wagon mines are permitted to make a charge of not more than 75 cents in addition to the government price when delivering coal to the consumer or when loading into box cars.

Representatives of the wagon mine operators sought to induce the Fuel Administration to make a similar allowance for loading into open-top cars. They based their request upon the claim that congestion of the railroads has been relieved sufficiently to justify the use of open-top cars by wagon mines, and that the cost of hauling was the same whether the coal was loaded into box cars or open-top cars.

Investigation of the situation, however, has satisfied officials of the Fuel Administration that the demand for open-top cars, by mines that can load only into that kind of cars, still exceeds the supply. Under the circumstances, therefore, it was decided that production would be stimulated best by restricting the allowance for hauling to those wagon mines loading into box cars.

\$6,115 IN DEATH AND SICK BENEFITS PAID TO SCOTSDALE MEN

Annual Report of the Steel Workers' Beneficial Body Submitted.

1917 A PROSPEROUS YEAR

Charles L. Graft, Head of the Association for Over 20 Years, Is Presented With Gold Watch by His Former Associates; Missed but One Meeting.

SCOTSDALE, April 16, 1918.—A meeting of the Scottdale Iron and Steel Workers' Beneficial association was held in the Odd Fellows' hall Saturday evening, at which time all of the 1917 business was completed. The annual report of the secretary and treasurer was read and was as follows:

Receipts—Balance 1916, \$149; cash from members, \$14,343.50; interest, \$126.73; total, \$14,490.23. Disbursements—Death benefits, \$4,050; sick benefits, \$2,096; record book, \$12.45; bond of treasurer, \$5; flowers, \$36.60; hall rent, \$13; salaries, \$200; dividends paid during the year, \$324.70; regular dividends, \$7,717.40; cash on hand, \$24.63.

Reserve fund—Receipts: Balance, 1916, \$3,309.73; interest, \$153.83; making total \$3,463.56, cash on hand. Special fund—Receipts: Balance, 1916, \$160; interest, \$6.46; total cash on hand, \$166.46.

The report was turned in by the auditors, H. C. Stevens, P. J. O'Connor and Leroy Baker.

The officers elected for 1918 are as follows: President, Ralph W. Stoner; vice president, George H. Lockard; secretary, Walter B. Null; treasurer, R. P. Percy; directors, George B. Melinger, John H. Miller, George K. Reilly, John J. Flannery, J. T. Randle, R. H. Camlin and W. C. Kelley. Chairman, Stoner appointed the following members to act on the membership committee: I. R. Robinson, F. B. Tedrow, Sr., J. G. Black, R. P. Gans, W. B. Bush, B. S. Baldwin and N. W. Kembrook.

A few minutes prior to the close of the meeting word was sent for Charles L. Graft, the former president of the association, that his presence was desired. Mr. Graft concluded that some minor details in connection with the windup of the year's business demanded his attention, and in accordance with his life-long practice of being punctual, lost no time in reporting to the meeting. After the usual greeting by the chairman, Mr. Stoner, J. O'Connor, a life-long member of the association, approached Mr. Graft and in a speech befitting the occasion, presented to Mr. Graft in behalf of the association a gold watch and chain suitably inscribed. Among other things, Mr. O'Connor told how Mr. Graft had faithfully served the association as president for over 20 consecutive years, and had failed to appear at but one meeting during that long period, and that his absence at the meeting referred to was the result of either serious illness or death in the family, and that it was right and proper that Mr. Graft should have some token by which he could in the years to come remember those with

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 13, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mt. Pleasant Coke Co., Greensburg
120	40	Boyer	Mt. Pleasant Coke Co., Greensburg
20	40	Brush Run	Brush Run Coke Co., Greensburg
32	32	Carolin	Peoples-Coke Co., Pittsburg
150	150	Clare	Clare Coke Co., Greensburg
40	40	Dexter	Connellsville Coke Co., Connellsville
40	40	Ellen No. 1	Whyel Coke Co., Uniontown
80	80	Ellen No. 2	Whyel Coke Co., Uniontown
100	100	Elizabeth	Unity-Coke Co., Greensburg
120	120	Fort Hill	W. J. Rainey, New York
10	10	Franklin	Summit-Coke Co., Connellsville
101	101	Gilmore	Gilmore Coke Co., Uniontown
85	85	Grace	W. J. Rainey, New York
12	12	Helen	Samuel L. Lohr, Youngwood
145	145	Humphrey	Bessemer Coke Co., Pittsburg
42	42	Jintona	Shannon Coal & Coke Co., Uniontown
49	49	Johnson	Johnson Fuel Co., Uniontown
49	49	Mages	Mages Coke Co., Uniontown
84	84	Mahoning	Mahoning Coal & Coke Co., Connellsville
370	370	Mc Braddock	W. J. Rainey, New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
32	32	Myers	Brownfield-Coke Co., Uniontown
40	40	Nellie	Brown & Cochran, Dawson
40	40	Painters	Newcomer Coke Co., Uniontown
110	110	Paul	W. J. Rainey, New York
550	550	Revere	W. J. Rainey, New York
36	36	Shirey	South Fayette C. & C. Co., Uniontown
80	80	Thomas	Whyel Coke Co., Uniontown
80	80	Yates	Mt. Pleasant Coke Co., Greensburg
87	43	West Penn	West Penn Coke Co., Pittsburg

3,077 2,639

FURNACE OVENS

250	258	Adelaide	H. C. Frick Coke Co., Pittsburg
200	200	Alverson	H. C. Frick Coke Co., Pittsburg
197	320	Baggaley	H. C. Frick Coke Co., Pittsburg
300	300	Blair	H. C. Frick Coke Co., Pittsburg
240	240	Brinkerton	H. C. Frick Coke Co., Pittsburg
300	100	Buckeye	H. C. Frick Coke Co., Pittsburg
250	256	Calumet	H. C. Frick Coke Co., Pittsburg
301	250	Central	H. C. Frick Coke Co., Pittsburg
76	76	Coalbrook	H. C. Frick Coke Co., Pittsburg
400	400	Collier	H. C. Frick Coke Co., Pittsburg
400	400	Continental 1	H. C. Frick Coke Co., Pittsburg
225	328	Continental 2	H. C. Frick Coke Co., Pittsburg
300	250	Continental 3	H. C. Frick Coke Co., Pittsburg
120	120	Crowland	H. C. Frick Coke Co., Pittsburg
328	328	Dawson	H. C. Frick Coke Co., Pittsburg
220	185	Dorothy	H. C. Frick Coke Co., Pittsburg
272	272	Hecla No. 1	H. C. Frick Coke Co., Pittsburg
375	375	Hecla No. 2	H. C. Frick Coke Co., Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co., Pittsburg
355	355	Hostetter	Hostetter-Coke Co., Pittsburg
250	249	Junia	H. C. Frick Coke Co., Pittsburg
300	300	Leith	H. C. Frick Coke Co., Pittsburg
499	482	Leisenring 1	H. C. Frick Coke Co., Pittsburg
502	439	Leisenring 2	H. C. Frick Coke Co., Pittsburg
304	304	Leith	H. C. Frick Coke Co., Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co., Pittsburg
350	250	Lemont No. 2	H. C. Frick Coke Co., Pittsburg
500	500	Mammoth	H. C. Frick Coke Co., Pittsburg
400	399	Marguerite	H. C. Frick Coke Co., Pittsburg
135	173	Mutual	H. C. Frick Coke Co., Pittsburg
256	256	Oilphant	H. C. Frick Coke Co., Pittsburg
323	314	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburg
400	417	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburg
400	400	Phillips	H. C. Frick Coke Co., Pittsburg
443	400	Redstone	H. C. Frick Coke Co., Pittsburg
120	120	Rite	H. C. Frick Coke Co., Pittsburg
418	418	Shank	H. C. Frick Coke Co., Pittsburg
425	425	Shank	H. C. Frick Coke Co., Pittsburg
150	151	Southwest 1	H. C. Frick Coke Co., Pittsburg
204	142	Southwest 2	H. C. Frick Coke Co., Pittsburg
903	837	Standard	H. C. Frick Coke Co., Pittsburg
110	110	Stewart	Stewart Iron Co., Uniontown
464	463	Troiter	H. C. Frick Coke Co., Pittsburg
250	250	United	H. C. Frick Coke Co., Pittsburg
200	113	Valley	H. C. Frick Coke Co., Pittsburg
96	96	White	H. C. Frick Coke Co., Pittsburg
352	351	Whitney	Hostetter-Coke Co., Pittsburg
450	450	York	H. C. Frick Coke Co., Pittsburg
245	245	Youngstown	H. C. Frick Coke Co., Pittsburg

16,427 16,222

ESTABLISHED 1859 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material. Equipped to Take the Largest Contracts for Paving Brick.

High Grade Building and Enamel Brick. Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO KINGSTON

TEN PLANTS:

ENAMEL WILLIAM GIBBE PHOENIX COLUMBIA

CONNELLSVILLE, PA.

whom he had been so closely associated. After Mr. Graft had recovered from his surprise he thanked the association for its very kind remembrance and explained how very much he had enjoyed his work.

Charles L. Graft retired from the mill business at the close of 1917 in order that he might have more time to look after his outside interests, and by severing his connection with the local plants of the American Sheet & Tin Plate company he automatically ceased to be a member of the Beneficial association.

DECREASE OF 14 PER CENT IN PRODUCTION OF BITUMINOUS COAL

Shortage of Cars Continues to Be the Chief Factor in Reduced Output, Loss From This Source 23%.

A decrease of 1,500,000 tons or 14 per cent as compared with the preceding week marked the total output of bituminous coal during the week ended April 6, says the report of the United States Geological Survey. The total production of bituminous coal, including lignite and coal made into coke, is estimated at 9,395,000 net tons.

Four thousand and ninety-nine mines produced 8,414,828 net tons, which amounted to 88.2 per cent of their full-time production, as compared with 89.3 per cent of the preceding week. Losses attributed to car shortage were 23.3 per cent, against 20.6 per cent; those due to labor shortage and strikes 2.6 per cent as compared with 2.4 per cent; those to mine disability 2.8 per cent, decrease of .6 per cent under last week; those due to no market rose .1 per cent from 2.8 per cent last week and all other causes 2.2 per cent compared with 1.6 per cent. Decline in production is reported by

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

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THE BEST BRANDS IN THE REGION:

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

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M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

YOUGHIOGHENY COAL

CONNELLSVILLE COKE

Steam Gas Coking

Furnace and Foundry Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFE, General Sales Agent.

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburgh, Penna.

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THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

NEW SHIP EVERY TEN DAYS IS PLEDGED BY STEEL CORPORATION

First to Be Launched at Big Shipyards About Middle of Next Month.

MUCH GOVERNMENT WORK

In Progress, for Which the Corporation Has Largely Turned Over Its Ship Plans; No War Exploiting or Profiteering, Says Chairman, Gary.

The first ship constructed at the government's request by the United States Steel Corporation will be launched at Newark, N. J., by the middle of May, and the corporation's two yards at Mobile, Ala., and Newark, will be prepared to turn out a completed ship every 10 days, Elbert H. Gary, chairman of the corporation, announced at the annual meeting of the stockholders, on Monday.

"We did not wish to go into the business of building ships," Gary said, "This was entirely out of our line, but we were approached by generalists to see if we could assist in building ships when they were most needed. After careful study we decided that we could build ships, at least as cheaply and as rapidly, and get into the business as quickly as anyone else. We started two plants, each having 120,000 square feet located near Newark, N. J., and the other at Mobile, Ala.

"We started the construction of the Newark plant in August of last year and we expect to launch the first ship by the middle of May and complete the ship between July 1 and 15. The plant at Mobile is a duplicate of the one at Newark. The two yards together will turn out a completed ship every 10 days."

The corporation had responded to every government request for extension to produce steel, Judge Gary said, suggesting "to the stockholders that expenditures on new plants estimated at from \$15,000,000 to \$14,000,000 be taken care of out of earnings. "The government has fixed prices that will enable us to make large profits to cover these expenditures and to pay large dividends temporarily at least," he explained.

"Whatever may be said about corporations exploiting the war or profiteering from the war business, we beg the public not to include the United States Steel Corporation in that list without actual proof. We intend to serve the government of the United States, and at the present time our works have been largely turned over to that service."

Judge Gary said that he and his associates were making a very careful study of the whole war situation, that they were interested as patriotic citizens and were trying to look as far ahead as possible. He suggested that no one could tell what the competition would be after the war, but that the steel corporation wanted to be as well prepared as possible to meet it, whatever it might be.

The number of stockholders in attendance was the smallest for many years. Henry C. Frick, James H. Reed, Percival Roberts, Jr., and Robert Winslow were re-elected directors for a three-year term.

President Wilson appears on the stock records of the corporation as a holder of 47 shares of preferred with his registered address Princeton, N. J.

MORE COAL IN LUZERNE TOWNSHIP IS BOUGHT BY J. H. HILLMAN, JR.

Pays \$91,525 for Interest in Hibbs and Cox Tracts; Will Be Worked Through Isabella Plant.

J. H. Hillman, Jr., already one of the largest individual owners of coal land in Fayette county, has added two tracts in Luzerne township to his holdings, involving the payment of \$91,525, or an average of \$871 per acre.

His latest purchase comprises a two-thirds interest in the Henry Cox farm of 111 acres at \$725 per acre or a total consideration of \$53,525.50. The other purchase was a half interest in the coal underlying the George L. Hibbs farm of 90.642 acres for \$340 per acre or a total of \$30,000.

His latest acquisitions were purchased for the Hecla Coal & Coke company, which the Hillman interests control.

The one-half interest in the Pittsburgh seam of coal underlying the Hibbs farm was purchased from William G. Laidley, executor of the Hibbs estate. Both acts add to the Isabella plant of the Hecla Coal & Coke company. The coal will be taken out through the present shafts of that company, no further development being necessary.

Mr. Hillman recently purchased a tract of coal in Redstone township for \$1,800 per acre.

MANY BONES BROKEN

Star Junction Man Is Seriously Injured in Accident.

Paul Bodard, 45 years old, employed in the mines of the Washington Coal and Coke company at Star Junction, was admitted to the Cottage State hospital Monday afternoon for treatment of a compound fracture of both bones of the left wrist, a fractured left femur and two fractured ribs, suffered from an accident, in the mines.

Harry Martin of Markletown, about 45 years old, is receiving treatment for fractured ribs received Sunday night when struck by a train. He was admitted to the hospital Monday.

HOW MUCH SHOULD ONE INVEST IN LIBERTY BONDS?

Answer Is Found in Table Showing Family Income and Share of Risk in War.

A great many persons ask the question, "What is my share of the cost of the war?"

The Bankers' Trust Company of New York, through its statistical department and with the assistance of some of the leading economists of the United States, has worked out a table that gives positive information on this point. E. T. Norton, chairman of the local Liberty Loan Committee, has studied it thoroughly and is of the opinion that it is worked out on a scientific and equitable basis.

A portion of the table follows, the first column showing the average family income, the second the amount contributable by each family:

Family Income	Amount Contributable
\$ 850	\$.82
1,000	.99
1,100	1.13
1,250	1.25
1,350	1.51
1,500	1.75
1,600	1.95
1,750	2.20
1,900	2.51
2,000	2.70
2,150	3.01
2,300	3.30
2,400	3.60
2,550	3.93
2,750	4.43
3,000	5.07
3,500	6.58
4,000	1,008
5,000	1,419
6,000	1,911
7,000	2,460
8,000	3,034
9,000	3,800
12,500	5,250
15,000	7,870
22,500	10,460
27,500	13,300
35,000	17,850
45,000	25,000
55,000	32,500

From the amount contributable by each family it would be proper to deduct the income tax paid by that family or individual. Further, the amount given in column 2 is the amount that the family should subscribe to the loan during the year now beginning.

FUEL ADMINISTRATORS CALL UPON ALL TO HELP END RAIL CONGESTION

Resolutions Adopted at the Recent Conference With Administrators Held in Washington.

At the final conference of the state fuel administrators from all states east of the Mississippi river, held in Washington last week, the following resolution was adopted and presented to the administrator Garfield:

"Whereas that due to the present over-burdened condition of our railroads, unless effective measures are taken at once taken, the supply of coal for the coal year beginning April 1, 1918, will fall seriously short of the needs of the country;

"Whereas that in the crisis confronting the world the fuel needed for the vigorous and unimpeded prosecution of the war must at all costs be provided to run at maximum capacity the great war machine American;

"Resolved, That we call upon all individuals, industries and communities unselfishly to indorse and support such acts of the government as may be needed to clear the railway tracks of the United States of any unimportant or unnecessary traffic congesting our railways and interfering with the prosecution of the war."

The conservation division explained to the state administrators its plans for a campaign, which include a scientific inspection of all boiler plants of industrial concerns and an educational campaign for the saving of coal in the home, together with a greater use of substitutes for coal.

BIG COKE MERGER

Hillman and Neff Interests Combine Their Four Companies in One.

The Hecla Coal & Coke company, operating the Isabella plant; the United Connellsville Coke company, operating Crystal; the Hillman-Neff Coke company, operating Grifin No. 2, and the Bessemer Coke company, operating Grifin No. 1 and Humphries, comprising 780 ovens in the Lower Connellsville, and 145 ovens in the Connellsville region, or a total of 925 ovens, have merged into the Hecla Coal & Coke company, the capital stock of which has been fixed at \$5,575,000.

J. H. Hillman, Jr., has been elected president; Arthur B. Sheets, vice president; Thomas Watson, secretary, and Robert W. Flenniken, treasurer. These officers, together with Ernest Hillman and John C. Neff, of Pittsburgh, and James C. Chaplin of Sewickley, and G. S. Harsh of Uniontown, constitute the board of directors.

Dr. G. W. Neff of Masontown was elected president of the board of trustees of the Cottage State hospital at a meeting of the trustees held Thursday afternoon at the hospital.

Dr. J. B. Ewing of Uniontown was elected vice president. J. A. Armstrong, who was appointed a trustee to fill the vacancy caused by the death of Colonel J. M. Reid, was elected assistant secretary in the absence of Dr. W. J. Bailey, who is in the service.

What a Ton of Coal Yields.

On an average one ton of coal in a by-product coke oven will yield two gallons of benzol, 10 gallons of tar and 20 pounds of ammonia.

THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast: Corrected to Saturday, April 13, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Westend-Fayette Coke Co.	Greensburg
400	Alicia	W. Harry Brown	Allegheny, Pa.
253	Allison No. 1	W. J. Rainey	New York
290	Allison No. 2	W. J. Rainey	Pittsburg
142	American No. 1	Bell-Keasbey Fuel Co.	Pittsburg
240	American No. 2	Bell-Keasbey Fuel Co.	Pittsburg
40	Alison	The Wilkey & Penner C. Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
257	Besse	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
34	Burchinal	Clark Coal Co.	Smithfield
205	Century	Century Coke Co.	Uniontown
120	Champion	Champion Coke Co.	Uniontown
235	Champion	Champion Coke Co.	Uniontown
235	Denbo	Denbo Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Coke Co.	Uniontown
145	Edna	Consolidated Coke Co.	Uniontown
32	Emory	Emory Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
80	Fritz	South Fayette Coke Co.	Uniontown
119	Garwood	Aetna-Connellsville Coke Co.	Connellsville
54	Genuine	Genuine Coke Co.	Pittsburg
209	Griffin No. 1	Hillman-Neff Coke Co.	Pittsburg
210	Griffin No. 2	Hillman-Neff Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
53	Hill Top	Connellsville Coke Co.	Connellsville
194	Hoover	James H. Hoover	McClintocktown
34	Hope	Hope Coke Co.	Uniontown
195	Husted	Husted-Bennett C. & C. Co.	Uniontown
250	Isabella	Isabella Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Katherine	Union Connellsville Coke Co.	Uniontown
230	Lafayette	Atlas Coke Co.	Uniontown
40	Lebanon	Franklin Coke Co.	Uniontown
400	Lincoln	Lincoln Coal & Coke Co.	Uniontown
40	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Uniontown
64	Marion	Southern Coke Co.	Uniontown
132	Merrill	Merrill Coke Co.	Uniontown
225	Mr. Hope	Mr. Hope Coke Co.	Uniontown
60	Murphy	Richard Coal & Coke Co.	Uniontown
100	Old Home	W. J. Parrish	Uniontown
480	Orient	Orient Coke Co.	Uniontown
292	Parish	Parish Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Uniontown
120	Poland	Poland Coal Co.	Pittsburg
46	Rice	Rice Coal & Coke Co.	Uniontown
385	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
373	Seaboard	Taylor Coal & Coke Co.	Uniontown
260	Shamrock	Fayette Coke Co.	Uniontown
60	Solen	Prospect Coal & Coke Co.	Uniontown
310	Starling	Consolidated Coke Co.	Uniontown
50	Sunshine No. 2	Ladone-Gilbert C. & C. Co.	Masonstown
400	Thompson 1	Thompson-Coke Co.	Pittsburg
400	Thompson 2	Thompson-Coke Co.	Pittsburg
120	Tower Hill 1	Tower Hill Coke Co.	Uniontown
326	Tower Hill 2	Tower Hill Coke Co.	Uniontown
34	Virgie	Byrna Coal & Coke Co.	Uniontown
500	Washington 1	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Dawson
74	Wineland	Banning-Coke Co.	Uniontown
60	Winners	Wineland-Gilbert C. & C. Co.	Uniontown
30	Yokon	Whyall Coke Co.	Uniontown

Ovens	In Works	Name of Operators	Address
FURNACE OVENS.			
1243	10,561	Rephile Iron & Steel Co.	Greensburg
129	100	H. C. Frick Coke Co.	Pittsburg
100	100	Brier Hill Coke Co.	Brier Hill
479	479	H. C. Frick Coke Co.	Pittsburg
426	410	H. C. Frick Coke Co.	Pittsburg
600	471	H. C. Frick Coke Co.	Pittsburg
155	155	H. C. Frick Coke Co.	Pittsburg
100	100	H. C. Frick Coke Co.	Pittsburg
250	250	H. C. Frick Coke Co.	Pittsburg
500	500	H. C. Frick Coke Co.	Pittsburg
200	200	Struthers Coal & Coke Co.	Fairbank
400	400	H. C. Frick Coke Co.	Pittsburg
292	292	McKeesport Coal Co.	McKeesport
200	200	Labell	Labell
452	452	H. C. Frick Coke Co.	Pittsburg
316	316	H. C. Frick Coke Co.	Pittsburg
244	244	Rephile Iron & Steel Co.	Greensburg
30	30	Newcomer Coke Co.	Pittsburg
400	400	Rephile Iron & Steel Co.	Uniontown
250	250	H. C. Frick Coke Co.	Pittsburg

ESTABLISHED 1872. INCORPORATED 1904. Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bradoc Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

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CENTRAL GAS PLANTS TO HEAT THE LARGE CITIES NEXT STEP

In the Conservation of Coal and Economies in Its Distribution.

GREAT SAVINGS IN FUEL

Are Being Affected Where the Manufacture of Power Has Been Centralized; as Much as 50% Is Estimated Among the English Users of Power.

"The next step in the program of the national food administration for the reduction of coal burning is the construction of central power plants or gas plants, if more feasible—for heating and operating factories and industries, office buildings and keeping residences warm," is the statement of Charles E. Stuart, chief of the conservation division of the Fuel Administration.

"Extension of the service of large plants, with the suspension of small isolated plants," he said, "would achieve considerable fuel saving."

"The Fuel Administration," he continued, "considers the central power plant method, especially as has been developed in New York and Chicago, to be the most satisfactory method of saving coal."

"The individualistic way in which fuel is now consumed in cities is not efficient," he hazarded. "A ton of coal burned in a large central station will produce at least four times as much electric power as if burned in the average small plant, and if centralized burning can be introduced to a greater extent the amount of fuel may be largely reduced without reducing in any way the ultimate production of light and power."

"It may be generally stated that in a building where electric plants are located and where exhaust steam from engines is utilized in the heating of the building, furnishing hot water requirements and possibly providing a very small amount of steam for industrial and other processes, such a

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

J. P. BRENNER, President.
J. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.
W. G. ROCK, Sec'y and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:
Thompson No. 1 400 Ovens,
Thompson No. 2 400 Ovens,
New Republic Station,
Fayette County, Pa.

CONNECTIONS:
Pittsburgh & Lake Erie R. R.
Baltimore & Ohio R. R.

PITTSBURGH OFFICE:
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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

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Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

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THE COURIER COMPANY

127½ W. Main St.,
Connellsville, Pa.

LOYALTY A SACRED DUTY OF ALL, SAYS LIEUT. PERIGORD

Only By That Can We Win in the Struggle Against Prussian Autocracy.

A MASTERLY MESSAGE

Which Gives Us a Better Understanding of What France and England Have Done and What We Must Do to Restore Liberty to the Nations.

Those persons who heard Lieut. Paul Perigord of the French Army at the high school Friday afternoon, have a more appreciative understanding of the constancy and cheerfulness of the French nation and the fidelity and grim determination of the English nation to endure to the end of the great struggle in which they have been jointly engaged for over three years. Those who listened to the French hero's masterful address also have a clearer conception of the magnitude of the problem we must meet, and a more accurate appraisal of what the cost will be in blood and treasure. Thanks to the courage, intimate knowledge and strong convictions of the speaker, whose chaste language and polished diction were among the chief charms of his address, we now have a clearer knowledge of some phases of the war, whereas we were before but ill-informed, if at all.

Briefly and modestly sketching the part he himself had taken, from his enlistment as a private when there were no vacancies for chaplains, until his mortally wounded captain handed him his sword and conferred upon him the command of the remnants of his company during the bloody struggle to retain Verdun, Lieut. Perigord extended a cordial, heart-felt greeting from the French Army to the American people.

"I am bringing you more than the greetings of the French Army," he said. "I am bringing you the warm embrace of the whole French nation. For three long years the French Army has been bleeding, bathing its soil and crimsoning the waters of its rivers with the life-blood of more than 1,000,000 of its best men. They have endured it all without a word of complaint, fearful only that all their sacrifices might be in vain. When a new flag—the Stars and Stripes—appeared in the crisis, the French nation took new courage and hope, and in glad acclaim its people praised God and cried, 'Long live the United States.'

"What France has endured since she first made a wall of her children to hold back the Prussian hordes that would conquer the world and the cries of mankind, will never be known, cannot be known. What France has had to endure as its women have been ravished, its children mutilated and all that a people hold sacred or dear torn ruthlessly from them, it is not in the power or gift of men to tell."

A most beautiful and touching tribute was paid to the motherhood of France, and to the mothers of the soldiers of all nations fighting in the cause of human freedom. Lieut. Perigord urged the mothers of America to give more of their affection to their boys who have gone "Over There." "You cannot," he said, "feel the suffering, 'give them more.' The French Army will never be conquered because the women of France are too strong and brave. Mother love is at its best when it is ready to offer its sacrifices on the altar of patriotism. There be those who are solicitous that their sons secure 'bullet-proof' positions, but are willing that the sons of other mothers go to fight. These are not the mothers whose sons will help restore civilization and righteousness in the earth. After the war there will be two classes of people in the world—those who are proud and those who are ashamed of the part they had in the great conflict. There has never been such a thing as a 'great German victory.' She is going to be defeated. What has been done is only the first act in the drama that will not close until the Allied armies have been victorious.

"England stands as the knight and defender of France and all nations. To her fidelity and grim determination jointly with the constancy of the French, is due the credit of having prevented a wider sweep of Prussian devastation in western Europe." The speaker expressed the unbounded admiration of the French for the Irish, but lamented the fact that they had lent themselves to the influences of German propaganda. He was confident, however, that they will yet see that the house of civilization is burning, "will help to win liberty for the world, which will mean liberty for Ireland—liberty with honor, which is the only kind of liberty worthy of the Irish."

Lieutenant Perigord declared that France had been sustained most by the sympathy of the United States which early had its manifestation in the formation of the Foreign Legion by young Americans before the United States became involved in the war. He spoke appreciatingly of the American Red Cross saying, "Wherever there is a wounded soldier or a home in distress, there will you find the ministering angels of the Red Cross."

The high regard, affection and esteem of the French for President Wilson was the speaker said, something the citizens of the United States are entitled to know. He declared that the messages and state papers of President Wilson on the war were greater documents than the Declaration of Independence. "That," said he, "was declaring the independence of a single nation; the former are declaring the independence of all nations." Had the United States refused to enter the war, we "would have forever been disowned among the nations of the world."

the nations of the earth and the words of your national hymn would have caused shouts and laughter of derision wherever sung.

Touching the progress we have made in the war, Lieut. Perigord said, without any intent to be critical, but to arouse us to the needs of the situation: "You declared war a year ago, but where is your army? You have a wonderful army in the making, but it is not a modern army in the sense that it is ready to meet that nation which has made war a business for 50 years. Where are your guns? Your planes?" he asked.

"You have been invaded morally, spiritually and politically so often during the years preceding and since the war that you have been slow to realize the necessity for preparing to meet the situation. But you are awakening to the fact that this war is not alone for France, for England or for Belgium, but for yourselves. You will fight and fight bravely and victoriously. You should be proud of your mission. Your great duty is to comply with every request of your President. The duty of loyalty is the most sacred. Every one not giving whole-hearted support to his government and to the boys you have sent to France should be ashamed."

LIEUTENANT JEFFREY, FAYETTE PHYSICIAN, MISSING IN FRANCE

Was Connected With Irish Regiment and Has Not Been Heard From Since March 21.

Lieutenant Robert Harrison Jeffrey, member of the Second Royal Irish Regiment, British forces in France, and a Fayette county physician, has been missing since March 21, according to a message received yesterday. Lieutenant Jeffrey was cited for heroic conduct during the British advance in the Cambrai sector. Before enlisting he was at the head of the welfare department of the W. J. Rainey interests. He was the second physician in the county to respond to the call for volunteers. Lieutenant Jeffrey is a son of Mrs. James Jeffrey of Newcomer. Five years ago he married Miss Elizabeth Brooke, daughter of Mrs. Mary Brooke of Uniontown.

GETTING NEARER ACTION

DAILY KERN WRITES "We are getting nearer action every day," writes Eugene Kern from Somewhere in France to George S. Connell in this city. His letter dated March 15 says further: "Four tobacco received and it was appreciated, as real American smokes are at a premium over here. If you know Bob Mulford there have him write to Bob Ingersoll, same address as mine. We are getting nearer action every day. Remember me to Jeannette Hastings." Kern is a member of French Company No. 1, First Battalion, Twenty-third Engineers.

JOHN CENEO RETURNS

John Ceneo, a member of the 110th Regiment Hospital corps, left this morning for Camp Hancock, Augusta, Ga., after spending a 10-day furlough at his home here.

"IN TRENCHES WHEN YOU GET THIS," SON WRITES

"When you get this I'll be in the trenches," says a letter from S. Knox Housholder of this city to his parents, Rev. and Mrs. S. B. Housholder of Greenwood. Knox is with the medical department of the Fifteenth Field Artillery and has been in France for several months.

HIBERNIANS BUY BONDS

County President Given Authority to Decide Amount.

Foregoing the national convention in order that the order's purchase of Liberty Bonds would be greater, is the novel plan of the national lodge of the Ancient Order of Hibernians. The convention of the county branch was held Sunday at Dunbar when it was announced that the national convention had been cancelled. The expenses of the convention, about \$150,000, will be invested in Liberty Bonds.

John Irwin, of Connelville, treasurer of the Fayette county order, was given blanket authority to purchase as many Liberty Bonds as the treasury of the organization could stand. A. J. King, president of the order, made a patriotic address to the delegates in which he urged every citizen in Fayette county to invest in the Liberty Bonds.

BIG CROWD AT PERRY

Liberty Loan Drive is Launched There at Meeting Sunday.

A great throng was gathered about the public square at Perryopolis yesterday afternoon for the Liberty Loan rally. Congressman Bruce F. Sterling and Lawrence Fife were the speakers. Featuring the rally was a pageant of school children, with Miss Mary McConnell of Connelville as Columbia. Assisting in the exercises was a quartet composed of Mrs. B. S. Luce, Mrs. William Weimer, Mrs. Lawrence Fife and Miss Freda Hixenbaugh.

KNITTING UNIT FORMED.

Live Body of Women Working in Moyer Section.

A knitting unit to the Red Cross was organized Friday afternoon in the Johnson school, with Mrs. John J. Driscoll and Mrs. Sauer giving instruction in knitting. The class has a large membership and much enthusiasm is being displayed by the knitters. A meeting is being held this afternoon.

Actors Drafted.

Jack Holmes and Dick Ward, members of the Manhattan Players, who appeared at the Soloson theatre, have been drafted.

Advertise in The Weekly Courier.

UNIONTOWN TO BE HEADQUARTERS OF THE RED CROSS

Connellsville and County Sent Representatives Agree to Merger.

BROWNSVILLE IS OPPOSED

This City Will Become Distributing Point; If Brownsville and Point Marion Later Wish to Affiliate They Will Be Cordially Received

Red Cross chapters of the county will be merged. The meeting of the county chapters held in Uniontown Wednesday by order of the National Headquarters was attended only by representatives of Connelville and Uniontown. Brownsville, communicated by letter and Point Marion was not heard from. It was decided that Connelville and Uniontown would merge, however, under the head of a county chapter, without either of the other two towns unless they decide to enter. Uniontown will be the headquarters and Connelville will likely be the distributing point of raw materials owing to the excellent facilities for receiving shipments.

The meeting was attended by Richard E. Wilson, assistant director of the Bureau of Development, who arrived yesterday from Philadelphia. He explained that while the National Headquarters had the authority to force a consolidation of the county units, it did not prefer to use such methods. The National Committee believes, however, that a county organization would be the best for the interests of the Red Cross and desires it effected at once.

In a communication read from the Brownsville chapter disliking against entering into a merger at this time was expressed, that town preferring to finish out the first year as a single unit instead of a branch of the county organization. Mr. Wilson in Point Marion today on the matter and it is thought that that town might enter the merger.

At 4 o'clock this afternoon the executive committees of the chapters will meet to ratify the passage of the resolution at which time a committee will be appointed by the executive body to represent Connelville in a meeting with the other chapters to complete the details of the organization, and the election of officers and directors.

Two members of each of these committees will be appointed as nominating members to nominate officers at a joint meeting to be held in the near future. There are 15 officers and directors to be elected.

The committee from Connelville which met in Uniontown yesterday is composed of E. E. Markell, Mrs. J. French Kerr, S. P. Ashe and J. Fred Kurtz. The Uniontown committee was made up of Judge E. H. Report, Dr. A. O. Altman and W. Russell Carr.

WARREN MURRIE RETURNS

Again a Resident of Connelville, Will Teach Evening Classes. Music lovers of Connelville welcome the return of Warren Murrie, the well known vocalist, who has been absent a number of years, part of which was spent in New York city, part at Schenectady, N. Y., and recently in Greene county where Mr. Murrie was in charge of electrical installation at the plant of the Buckeye Coal company. He is now in the mechanical engineering department of the R. C. Frick Coke company at Scottdale, making his home with his parents, Mr. and Mrs. John W. Murrie, Vine street.

Mr. Murrie has taken a studio in the First National bank building where he will teach evening classes in voice culture.

BIRTH RATE HEAVY

In City During Month of March When Compared With Deaths. During the month of March the number of births reported was nearly twice that of deaths, according to the report submitted this morning by Miss Clara Baker, deputy registrar of vital statistics. The report is as follows: Births, Connelville, 38; Connelville township, 44; Bullsken township, three; total, 44.

DOG KILLER ARRESTED

Sandy Watson is Locked Up For Being Drunk and Disorderly.

"Sandy" Watson, dog killer in three wards of the city, was given 48 hours in the lockup by Mayor John Duggan Friday morning. He was arrested by Patrolmen Turner, Gagner and Tatzel for being drunk and disorderly. The charge on the docket against Watson said he pulled his gun and showing his badge declared he was an officer and others in the restaurant would do as he said.

DEEP SNOW FALLS

Depth of Six Inches is Reached in This City and Vicinity.

The snow which fell Thursday night reached a depth here of eight and one-half inches. In Uniontown it was seven and one-half inches. The weather forecast for today predicts snow for tonight with continued cold weather. During the day a thaw set in turning the snow on the streets to slush.

Wants Rank Raised. Resolutions drawn by Dr. George W. Naff, of Masontown, at the instance of the Fayette County Medical society, asking that the rank of physicians in the service be raised, has been forwarded to Congressman Bruce F. Sterling and other representatives of Pennsylvania in the House and Senate.

RED CROSS CALLS FOR MEN AND WOMEN TO GO TO FRANCE

Only Bar is Against Persons Having Relatives in the Service and Reason is Given.

Additional information just received from the national headquarters emphasizes the imperative necessity for large numbers of both men and women being sent to France without delay for general service, and asks that every effort be made locally to induce a large registration for same. There is no age limit. So long as one is physically and mentally fit on condition to render the service expected, age will not bar the applicant, provided other requirements can be met.

No girl or woman will be accepted for this overseas service who now has a father, son, husband, or brother in the United States or Allied services, either at home or abroad; this same rule applies to men with female relatives who seek to enter the Red Cross service. This ruling seems both stranger and arbitrary, but is explained on the ground that the efficiency of Red Cross workers abroad is handicapped and lowered through fear and apprehension that their relatives are in danger, that they may be the next ones brought to the hospitals for medical and surgical attention, which tends to make them nervous and unable properly to attend to their exacting duties. This particular ruling will prevent a number of Connelville girls from going who have already registered and who are waiting for instructions to report.

As soon as the forms, which are expected any day now, are received, each individual who wishes to register, even though they have already signed the preliminary form prepared by Chairman J. Fred Kurtz, will fill out one of those permanent forms in detail, and will be asked to furnish data as to age, health, weight, financial condition, and other questions pertinent to this class of service. Data as to financial condition is requested because there are three classes of Red Cross overseas service, viz., those who volunteer their services free and agree to pay all of their own expenses while in the service, including transportation expenses; next, those who volunteer their service free, but will have their transportation and living expenses paid; third, those whose lack of funds compel them to have all transportation, living and incidental expenses paid, uniforms furnished, and a small wage paid while in the service. This last class can only enlist for a minimum period of 12 months.

All applicants must first pass a physical and mental test by a local Red Cross doctor.

WILL LECTURE HERE

American, Who Saw Service in French Army, Will Be at High School.

George H. Roeder, an American student who has been in active service in France since the beginning of the war, will give a lecture in the high school auditorium on Friday, April 19, under the auspices of the Connelville chapter of the Red Cross. He will demonstrate the use of various instruments of war which he carries with him.

Roeder was among those spirited Americans who organized the American Ambulance in France. With Section Number 2 he saw arduous service along the entire Western front from Alsace to Dunkirk. Roeder was attached to the French army in command of his section and participated in some of the most terrific fighting of the war up to the present, including the battle of the Marne, Point a Mousson, Verdun, Vaux, Douaumont, etc. His description of experiences under all sorts of shell-fire and gas attacks is thrilling. For conspicuous bravery he was one of the first few Americans to receive the French War Cross.

CHANGES AT MARKLETON

Public Roads in Vicinity of Hospital to Be Made Safe.

Extensive improvements are to be made in the neighborhood of Markleton sanitarium in order that soldiers being brought there by the government for treatment may be handled with convenience and dispatch.

It is said that a railroad siding, for the exclusive use of the hospital, will be constructed. It is also reported that public roads leading to and into Markleton will be improved for a considerable distance north and south out from town, in order to assume the maximum of safety to auto-truck lines of communication with which the government contemplates to supplement the railroad service.

HIT BY RUNAWAY TRUCK

Marie Donnelly Spurns Bad Cats When Harried Through Window.

Marie Donnelly, 13 years old, a daughter of Mr. and Mrs. Harry Donnelly, suffered severe cuts on the wrist and cheek Thursday when the brakes on an auto truck owned by Carlbaldo Penello failed to hold while Penello was in an East Crawford avenue shoe shop, allowing the big machine to back down the incline just above Belmonte corner into the office of the Connelville Laundry company. She was taken to the office of Dr. H. C. Hoffman where four stitches were put in each wound.

The girl dodged into the doorway to escape the trucks and was buried through the plate glass window.

COHEN LOSES SIGHT.

Local Interpreter Returns Home From New York Entirely Blind. Abe Cohen of the West Side returned home Friday from New York City where he has been undergoing treatment for his eyesight. Cohen is totally blind with no hope for recovery.

MORE MEN TO BE ADDED TO NEXT DRAFT TO BE CALLED APRIL 26

This Number Exclusive of the 150,000 Already Called; Voluntary Induction Into Service Permitted.

WASHINGTON, April 11.—Twelve thousand selective service men, in addition to the 150,000 already called, will be called to start for training camps on April 26, Provost Marshal General Crowder announced yesterday.

The estimate of the number of men of special qualifications is only tentative, and may be increased to 15,000 or more before the end of the month, as military needs dictate.

As is usual when calls are made the voluntary induction system will be used so far as possible. Any draft category will be given the opportunity of volunteering to his local board for service, but if the required number is not obtained by this method local boards will induce enough men to fill their quotas.

Reports to the provost marshal general will be made about April 29, it was said, and the call is expected to follow within a few days.

FARM TRACTORS

To Be Assigned to 14 Western Counties by State Agricultural Dept.

The Department of Agriculture has assigned ten of the tractors purchased by the state to the use of farmers in 14 western counties, including Washington and Greene, with Westmoreland and Fayette to be added if the demands warrant or the farm agents so advise.

The next group of counties to be selected will include Somerset.

Subscribe for The Weekly Courier.

The Grim Reaper

DAVID P. LARIMER.

David Porter Van Meder Larimer, 68 years old, son of David Porter of the First Christian church at Perryopolis, and a trustee at the time of his death, died Monday night at his home at West Newton, following a brief illness of pneumonia. Funeral services from the house Thursday afternoon at 2:30 o'clock, with interment in West Newton cemetery. Mr. Larimer was born in Rostraver township, and after leaving the farm on which he was born, he engaged in the coal business in Westmoreland county and he also opened large tracts of coal land in West Virginia. He resided at Perryopolis at one time and is widely known in that community. For 30 years he was an elder in the Perryopolis First Christian church, and at the time of his death was president of the First National bank of West Newton, and a member of the board of directors of the Union National bank at McKeesport; a member of the board of trustees of Bethany college and of Blythe Lodge No. 93, F. & A. M. December 25th, 1884. He married Miss Minnie B. Patterson, who with the following children survive: Augustus P. Larimer of West Newton; Wilfred P. Larimer, a private in the paymaster's department at the Princeton School of Aeronautics, and one daughter, Mrs. James W. Carothers of West Newton. One sister, Mrs. D. C. Williams of Santa Barbara, Cal., and four grandchildren also survive. Mr. Larimer retired from active business 10 years ago.

MRS. AMANDA J. LYONS.

Following a week's illness of heart trouble, Mrs. Amanda J. Lyons, 60 years old, a well known resident of Bullsken township, died Tuesday at her home near the Gilmore school house. Funeral from the house this afternoon at 1:30 o'clock, and at 2 o'clock from the Union church at Breakneck. Interment in Mount Olive cemetery. Deceased was a daughter of Mr. and Mrs. George W. Breakneck, and had resided in Bullsken township for a number of years. In addition to her husband, Elijah Lyons, she is survived by two sons, Charles and Frank Lyons, of Connelville, and one daughter, Mrs. Fannie Ferguson, of Davidson.

MRS. MILLIE Z. HILES.

Mrs. Millie Z. Hiles, 44 years old, wife of Henry L. Hiles, of near Dunbar, died Monday evening at her home of pneumonia and heart trouble. Mrs. Hiles, who was a daughter of S. R. Coffman of Dunbar, is survived by her husband, and the following children: Mrs. Richard Seiler of Smithfield; Mrs. Maude Garland, Harry Hiles, Mrs. William Lesner, and Mrs. John McManus, all of Dunbar; Edgar, John and Myrtle Hiles, at home; her father, two sisters, Mrs. S. A. Anderson of Dunbar; Mrs. O. J. Feather of Smithfield and one brother, L. M. Coffman of Uniontown.

PROF. J. M. LAYHUE.

Prof. J. M. Layhue, city superintendent of the summer public schools, Washington, died April 10th, following a five-days' illness of pneumonia. Prof. Layhue is a former well known resident of Fayette county. He received his early education at the Calhoun State Normal and at Velpar, also. After teaching several terms in the Franklin township schools he left for the state of Washington, where he had since resided.

MRS. MARY A. LITMAN.

Mrs. Mary A. Litman, 66 years old, died Monday at the home of her daughter, Mrs. J. C. Whitney in Uniontown.

JOHN PIERCE.

John Pierce, 34 years old, a well known resident of Fayette county, died Sunday evening at the home of his son, Luther Pierce in Uniontown. He was born and reared near Farmington.

MRS. VIOLA SATTERFIELD.

Mrs. Viola Satterfield, 49 years old, wife of Samuel E. Satterfield, died

Friday morning at 6:45 o'clock at the family residence, 308 East Patterson avenue. Mrs. Satterfield's death was not unexpected. She had been ill since last October and underwent an operation at St. Joseph's hospital, Pittsburgh, in hope of regaining her health. Following her return from the hospital she had been confined to her bed the greater part of the time.

Funeral services were held at the house Friday at 7 P. M. with Rev. G. L. C. Richardson, pastor of the First Methodist Episcopal church, officiating. The body was shipped Saturday to Williamsstown, W. Va., and removed to the home of the mother of the deceased, Mrs. Lucinda Flesher, where services will be held on Sunday. Mrs. Satterfield was born in Ritchie county, West Virginia, September 28, 1869, a daughter of Porter and Lucinda Flesher, former deceased. She spent her girlhood days in Ritchie county, December 24, 1891, she was married to Samuel E. Satterfield, and in 1899 moved to Connelville from Ellenboro, W. Va. Mrs. Satterfield was a member of the First Methodist Episcopal church for many years, and had a wide circle of friends by whom she was highly esteemed. In addition to her husband she is survived by one son, Irwin Satterfield, and one daughter, Mrs. Julia Welles, both of Connelville, her mother, one brother, William J. Flesher of Lexington, Ky., seven sisters, Mrs. Ida Artelien, Toledo, O.; Miss Ella Flesher, Lima, O.; Mrs. J. G. Weder, Huntington, W. Va.; Mrs. A. L. Smith, Mrs. D. H. Galbraith, Mrs. D. P. C. Davis, all of Marietta, O.; Mrs. C. J. Myers, Jr., of Clarksburg, W. Va., and one grandson, Norman Blisworth Welles.

JOHN MULLEN.

Following a two days' illness of pneumonia, John Mullen, 85 years old, a former well known resident of Dunbar, and well known throughout the coke region, died Friday evening at 6 o'clock at home of his son, Mark Mullen, at Allison. The funeral was held Monday from St. Aloysius Catholic church, Dunbar, regular high mass being celebrated at 10:30 o'clock by the Rev. Father P. J. Brennan. Interment in the old Catholic cemetery at Dunbar. Funeral Director J. R. Foltz of Dunbar will have charge. Mr. Mullen was born in Ireland in 1833, and in 1865, 32 years ago, he came to this country, settling at Dunbar, residing there until 17 years ago. While at Dunbar Mr. Mullen worked at the various coal and coke plants and was widely known and highly respected. He is survived by his widow, Catherine Mullen, and the following children: Matthew and Mark Mullen of Allison; John Mullen of New York City; Mrs. James Watson of Fairbanks; two brothers, Matthew Mullen of San Francisco, Cal.; Mark Mullen of Ireland; one sister, Mrs. Patrick Maloy of Uniontown, and nine grandchildren.

MRS. HATTIE ROWAN.

OLIOPIE, April 11.—Mrs. Hattie Rowan, wife of William A. Rowan, died Tuesday evening at their home on Grant street. Mrs. Rowan became ill Saturday and the end came unexpectedly Tuesday evening at 6 o'clock. She is survived by her husband, one son, Francis, and three daughters, May, Bertha and Allison, all at home. The funeral services will be conducted Friday at noon at the Maple Summit church by Rev. F. S. Wortman of Mill Run, and interment will be in the Maple Summit cemetery.

SHERICK PANTALL ENOS

Sherick Pantall Enos, four years and 10 months old, son of G. Sherick and Belle Pantall Enos, died Saturday morning at 5 o'clock at the family residence, No. 512 Vine street, following an illness of a complication of diseases. Funeral Sunday afternoon at 4 o'clock from the family residence, with Rev. E. B. Burgess, pastor of the Trinity Lutheran church officiating. The child is survived by his parents and two sisters, Sara Jane, two years old, and Blanche Irene, three months old.

WILBUR ROSE.

Wilbur Rose, 28 years old, an invalid for many years, died Wednesday night at the home of his parents at Rorers. Deceased is survived by his parents, two daughters, and the following brothers and sisters: Harry Rose of Connelville; Ciel, Norman Walter and Gertrude Rose at home; Mrs. W. T. Cochran of Uniontown, and Mrs. E. E. Nelson of Republic.

MRS. CORDELLA McCLACHIE.

Mrs. Cordella McClachie, 40 years old, colored, died at her Dunbar home Wednesday. Funeral services were held from her late residence Friday afternoon at 3:30 o'clock, and the body was shipped to Tennessee for burial. Rev. C. M. Gregory, pastor of the Second Baptist church of Dunbar officiated.

MRS. ETHEL M. SMITH.

Mrs. Ethel M. Smith died Saturday afternoon at her home at Hopwood, following an illness of pneumonia. Mrs. Smith's father was killed six weeks ago in the mines and she never fully recovered from the shock of his death.

CHARLES F. STROBEL.

Charles F. Strobel, 42 years old, a Pittsburg & Lake Erie flagman, died Friday afternoon at 12:45 o'clock at his home at East Liberty following a lingering illness. Mr. Strobel is survived by his widow and an adopted daughter.

CHARLES CECIL STINGER.

Charles Cecil Stinger, one year and 11 months old, son of Charles and Daisy Nicklow Stinger, died Monday at the family residence on the Swagertown road, of pneumonia.

WILLIAM H. PRICE.

William H. Price, 24 years old, died Friday at his home at Fairchance following a lingering illness.

MRS. MARY JANE DUFF.

Mrs. Mary Jane Duff, widow of Andrew Duff, died Thursday at her home in West Brownsville.

Want 15-Cent Pieces Coined.

At the instance of the motion picture men a bill has been introduced in Congress providing for the coining of a 15-cent piece.

GEORGE H. BROWN.

George H. Brown, 41 years old, died Sunday afternoon at his home in Uniontown, following a short illness of pneumonia.

BEN. BARADO.

Ben Barado, 41 years old, died Friday near New Salem, following an illness of pneumonia.

MRS. M. PRICE.

Mrs. M. Price, 54 years old, colored, died Saturday night at the home of her son, Thomas Price.

MRS. ELIJAH TRACY.

Mrs. Elijah Tracy, 67 years old, died Saturday night at her home at New Salem following an illness of complication of diseases.

MRS. EVA BURD GABLER.

Mrs. Eva Burd Gabler, wife of Frank Gabler, died Sunday morning at her home in Brownsville.

Tyrene township; Frank and Edward Newell of Dunbar township, and two sisters, Mrs. Gladys McKnight of Lower Tyrene township and Miss Ethel Newell at home.



There's a glint of blue, there's a sparkle of gold,
There's a haze in the sky overhead,
There's a budding of leaf, there's a stirring of life,
In the heart of the hazy blue bed.

MORE MEATS.

Squabs and pigeons can take the place of much of our meat that is needed abroad.



Rabbits and various game birds in season are also available. Squabs are young pigeons and may be broiled or served in casserole. Prepared as one does young broilers, they are delicious.

Pigeon au Compté.—Brown a half cupful of sweet fat with four pigeons, brown them all over, then remove them from the saucepan and replace with one-half a pound of pork cut into dice and one dozen white onions. When browned, remove most of the fat and add a tablespoonful of flour, stirring until well browned. Add a cupful of bouillon, stir until smooth, then add the pigeons with the rest of the fat, salt, pepper, a sprig of parsley and a bay leaf. Cover and cook one hour. Then add the browned onions, a few mushrooms, and cook thirty minutes longer. Serve with the gravy poured around the pigeons.

Pigeons With Green Peas.—Brown four pigeons in a half a cupful of sweet fat, add one-half cupful of soup stock, salt, pepper and small bunch of parsley and four green onions. Cover and cook for an hour and a half, then add a pint of shelled peas and cook thirty minutes longer. Cook until the peas are tender if it takes longer.

Potted Rabbit.—Cut the rabbit into five pieces after it has been carefully cleaned. Remove the saddle, make two pieces of the hind quarters and two of the fore quarters. Fry a quarter of a pound of bacon until the fat is well tried out. Put the rabbit in, turn it until brown, then dust with salt and pepper; cover with another pan and bake in a quick oven for an hour.

Roasted Rabbit.—Lard the hind quarters with pork and leave in deep dish covered with salt, pepper, bay leaf, thyme, sliced onion and cloves with a cupful each of vinegar and vinegar. Turn over several times and leave for twenty-four hours. Then drain and bake basting with the spiced vinegar.

Neenie Maxwell
PRAISES VIRTUE OF SILENCE

Habit of Carrying Domestic Troubles to Outsiders is Deplored by Writer.

One pretty sensible girl, who truly loved her young husband, who as truly loved her, came near wrecking their happiness through her uncontrolled tongue. She had always been in the habit, and a very proper one it is, of telling her mother everything in her girlhood.

Now that she was a married woman, she ought to have discriminated between what concerned her husband and what concerned herself alone. She had no business to tell her mother of confidences which passed between him and herself, and he had no idea that she would not appreciate this fact until she happened to relate "what mother said when I told her this and so."

"Why, you didn't tell your mother that!" he cried. His tongue angered her and she retorted in a sudden flame. "Indeed, I did. I shall always tell my mother exactly what I please."

"You tell," he commented coldly. "I shall understand now just how far you can trust you." Months and months heart-burnings were required before this speech was healed.

A tender and petted girl is altogether too fond of feeling for consolation to mother or sister, when some faded delight has been offered her by the adored one, who has recently sworn a thousand times that he will think of her comfort and happiness and that she will think of his.

"And then he goes off, some morning and forgets to kiss her good-by," or he comes home at night without the egg-batter that she solemnly promised to get. And perhaps a foolish mother or sister says he is a brute—and you can easily see what a train of evils might follow in the wake of this tiny little train of circumstances.

Don't tell anybody of your domestic troubles, big or little. They grow in the telling. The first reason that the wise wife should learn is to hold her tongue—Ladies Weekly.

Talks—Manners of the Past.
Modern "table manners" compare favorably with those of the past. Mrs. H. H. Woolley, author of "The Gentlewoman's Companion," the standard nineteenth century book on etiquette, found it necessary thus to warn her readers: "Gentlemen, discover not by any ravenous gesture your angry appetite, nor fix your eyes too greedily on the meat before you, as if you would devour more than way than your throat would swallow."

In carrying about clapping your fingers in your mouth and licking them after you have burst them. Close your lips when you eat, and do not smack like a pig. Fill not your mouth so full that your cheeks shall swell like a pair of Scotch bagpipes. It is very unbecomely to drink so large a draft that your breath is almost gone, and you are forced to blow strongly to recover yourself."

Jealous Minister.
"Why did you and that young minister quarrel?" asked the friend.
"He was nice enough in many ways, but he was so horribly jealous and unfair," said the fair dame to whom the young divine had been paying serious attention.

"Jealous, perhaps—and naturally," smiled the friend. "But unfair?"
"Every time I would make an engagement for a moonlight walk or an afternoon stroll with some other man, he would say for me."

TREASURER'S SALE

OR UNSEATED AND SEATED LAND

Notice is hereby given that I, George O. Rush, Treasurer of Fayette County, Pa., will expose to sale on

Monday, June 10, 1918

at the Court House, Uniontown, Pa., commencing at nine o'clock in the forenoon of said day and adjourning from day to day if found necessary until all the lands contained in the following list or as much thereof as shall be found necessary to discharge the whole amount of taxes to the said tract in that said list numbered are sold, unless the said taxes be discharged previous to the said time of sale.

Duty of purchasers. By Act of General Assembly, it is made the duty of the purchaser or purchasers at the Treasurer's Sale, as soon as the property is struck down to pay at least as much of the purchase money as shall be necessary to pay of the Taxes and Costs, and in case the same is not forth with paid the Sale may be voided and the property immediately set up again by the Treasurer. Purchasers are therefore notified that compliance with this part of the law will be expected and enforced.

To avoid sale, it will be necessary to make payment on or before June 10th, 1918.

GEORGE O. RUSH, Treasurer.

Treasurer's office, Uniontown, Pa.

LAND RETURNED AS UNSEATED LAND

Years	Taxes	Costs	Total
V. L. Sara Decu Heirs 1915-16	\$12.13	\$5.87	\$18.00
V. L. Minerva C. Brown Heirs 1915-16	24.96	5.87	30.83
V. L. Earl Wimer 1915	3.06	5.87	8.93
V. L. Thos. McManis Heirs 1915-16	52.66	5.87	58.53

Years	Taxes	Costs	Total
2 lots, J. Y. Bluns (Now Saml Colden) 1915-16	7.40	5.87	13.27
Lot No. 35, Stone Lundy 1915-16	2.06	5.87	7.93
2 lots, Coleman & Galey 1915-16	4.70	5.87	10.57
2 lots, Cotton & Carter (Mr. Carter's share) 1916	4.01	5.87	9.88
Lots, C. C. Carter 1916	4.02	5.87	9.89
Lot No. 128, Ephraim Grant 1916	1.34	5.87	7.21

Years	Taxes	Costs	Total
V. L. Joseph G. Elliott 1916	7.87	5.87	13.74
V. L. Joseph Daniero 1916	7.87	5.87	13.74

Years	Taxes	Costs	Total
4 Acres, Wm. Robbins Heirs 1915-16	6.51	5.87	12.38
4 Acres, David Baker, Sr. 1915	22.42	5.87	28.29
4 Acres, Cornelius Surker 1915	4.30	5.87	10.17
4 Acres, Black, McCallum 1915	28.53	5.87	34.40
Lot, A. O. Bixler 1915-16	3.78	5.87	9.65
36 Acres, J. W. Buttermore 1915-16	51.68	5.87	57.55
Lot, J. M. Bates 1915-16	1.51	5.87	7.38
Lot, J. M. Bates 1915-16	1.51	5.87	7.38
Lot, J. M. Bates 1915-16	1.51	5.87	7.38

Years	Taxes	Costs	Total
2 lots, L. C. Blair 1915	2.26	5.87	8.13
2 lots, Mrs. Annie R. Brown 1916	2.99	5.87	8.86
2 lots, A. Rogers Clark 1915-16	12.39	5.87	18.26
1/2 acre, Elizabeth Campbell 1915-16	6.19	5.87	12.06
1/2 acre, John Christy 1915-16	17.86	5.87	23.73
Lot, W. L. Corbin 1916	6.58	5.87	12.45
5 acres, Thos. Dickla 1915	31.05	5.87	36.92
Henry Dresher 1916	2.73	5.87	8.60
5 acres, John D. Elmsor 1915-16	37.19	5.87	43.06
15 acres, Geo. Eding Heirs 1915	3.83	5.87	9.70
2 acres, J. R. Eutney 1915	4.33	5.87	10.20
17 1/2 A. Frazier & Griffith 1915-16	52.38	5.87	58.25
Lot, W. W. Fuller 1915-16	3.11	5.87	8.98
Lot, W. W. Fuller 1915-16	3.11	5.87	8.98
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Lot, W. W. Fuller 1915-16	3.11	5.87	8.98
Lot, W. W. Fuller 1915-16	3.11	5.87	8.98

Years	Taxes	Costs	Total
H. & L. W. A. Roberts 1915	6.78	5.87	12.65
H. & L. W. A. Roberts 1915-16	6.78	5.87	12.65
H. & L. W. A. Roberts 1915	6.78	5.87	12.65
H. & L. W. A. Roberts 1915-16	6.78	5.87	12.65
H. & L. W. A. Roberts 1915	6.78	5.87	12.65

Years	Taxes	Costs	Total
H. & L. W. A. Roberts 1915	6.78	5.87	12.65
H. & L. W. A. Roberts 1915-16	6.78	5.87	12.65
H. & L. W. A. Roberts 1915	6.78	5.87	12.65

STARTING WITH A CLEAN GARDEN

Make Fight on Insects Which
Are Menace to Success of
Gardener's Efforts.

REMOVE BRUSH AND RUBBISH

Outworn and Wireworms Winter Few
Inches Under Ground—Much May
Be Gained by Keeping Weeds
Down in Neglected Corners.

(Prepared by the United States Department of Agriculture.)
If the rubbish left over from last season's gardening has not already been removed, a general garden cleanup should be the first work of this season. Clean culture plays an important part in the fight against insects—a menace to the success of the home gardener's efforts. Many forms of insect enemies of the vegetable garden are protected through the winter by brush and other rubbish, which, if removed, would materially reduce their numbers.

Outworn, which hide in the soil in the daytime and come out at night to feed on the tender growth and cut small plants entirely off, wireworms that damage the tubers of potatoes and other root crops, and a host of other insects, winter under brush and rubbish on the earth or a few inches under ground. Where they can find protection during the cool weather of winter, conditions are ideal for their survival.

Active During Winter.
"Aphids" or plant lice, are active during the winter months in the more southern sections and find food on ornamental vines and shrubs and on growing weeds which afford them food and shelter when other plants are unavailable. Much may be gained by keeping down the weeds in neglected corners.



Back-Yard Garden Well Taken Care Of.

Weeds should be cleared up and burned, together with all garden rubbish.

Work Soil to Destroy Insects.
The soil should be thoroughly worked over during the winter to destroy such insects as may be spending the winter on, or a few inches below, the surface. This is best done at least a month before the seeds are planted.

If chickens are available for the purpose, they ought to be allowed free access to the newly turned over surface, as the fresh meat in the form of insects which they will find there will prove a very welcome addition to their diet, and its removal will go far toward insuring a fair start to the garden crop.

WILL HELP OUR EFFICIENCY

Those Who Grow Abundance of Vegetables This Year Will Be Making War on High Prices.

A spring garden will be in order this year. Those who raise an abundance of garden vegetables will be making war against the high cost of living. If we are to increase our efficiency as laborers we should eat vegetables. Those who fail to raise them may not be able to eat them.

POTATOES STORED FOR SEED

Keep Best When Placed in Slatted Crates and Set in Platform in Well-Aired Cellar.

Potatoes for seed will keep best when stored in slatted half-bushel crates and set on a raised platform in the middle of a well-aired cellar. Guard against frost and heat. It will take ten bushels of medium-sized potatoes to plant one acre of ground.

Would Be Worth Seeing.

A young woman from the east was conversing with a Kentuckian about tobacco and tobacco raising. She was very pretty and a good conversationalist, and the young man from Kentucky was vastly interested in her until she gave him a sudden shock by announcing:

"I should love to see a tobacco field, especially when it is just plugging out."—National Food Magazine.

Harry Hellman, Detroit baseball star, is casting longing glances at the Marine corps and may enlist.

Sale of Unseated & Seated Land

(CONTINUED FROM PAGE 1.)

V. L. McCormick Ave.—A. A. Taggart, Esq. 1916	5.85	5.87	11.72
H. & L. Grant St.—Geo. Ratter Heirs 1916	6.05	5.87	11.92
V. L. Coolidge St.—Sedie Warman 1916	3.40	5.87	7.27
V. L. Union St.—Geo. B. Butler 1916	11.75	5.87	17.62
V. L. Mike Banko 1916	3.95	5.87	9.82
V. L. Wendell St.—Owen Boyer 1916	3.95	5.87	9.82
V. L. Felty St.—Fred Broakey 1916	1.95	5.87	7.82
V. L. Frank Ave.—Mrs. Martha Clayton 1916	1.95	5.87	7.82
V. L. Dunlap St.—C. W. Shaffer 1916	1.21	5.87	7.05
H. & L. Markle St.—Jacob Joss 1916	2.53	5.87	9.50
Concluding St.—Thos. W. Smith 1916	.62	5.87	.64
V. L. Coffee St.—W. T. Kridler 1916	7.24	5.87	13.71
V. L. Smithers Ave.—Alex. Rusk 1916	1.21	5.87	7.05
V. L. John St.—Josephine Drummond 1916	1.21	5.87	7.05
V. L. River Ave.—Geo. B. Shaffer 1916	1.21	5.87	7.05
V. L. Evans St.—C. A. Miller 1916	.62	5.87	.64
V. L. Coolidge St.—Jesse M. Sneed 1916	.62	5.87	.64
V. L. Hill St.—John R. Williams 1916	.43	5.87	.44
V. L. 4th Ward—Mr. S. Jackson 1916	.34	5.87	.34
Highland Park Ad.—James Jones 1916	.34	5.87	.34
H. & L. Elizabeth Thomas 1916	1.77	5.87	7.64
H. & L. Strawberry Alley—Nicholas Andy 1916	8.95	5.87	15.82
V. L. Howell Plan—Joseph Emmersman 1916	6.63	5.87	12.50
H. & L. Park Ave.—George Gapsen 1916	16.57	5.87	22.44
V. L. Asken St.—John Hardesky 1916	13.25	5.87	19.13
V. L. Bailey St.—Elizabeth Harding 1916	4.25	5.87	10.85
H. & L. Spring Ad.—Sarah Lacey 1916	8.53	5.87	15.50
H. & L. Main St.—Geo. W. Black Heirs 1916	48.34	5.87	54.21
V. L. Coolidge St.—Elizabeth M. Burke 1916	6.52	5.87	12.39
V. L. 5th St.—Fairview St.—Emma Barnes 1916	12.27	5.87	19.14
V. L. Connelville St.—Henry McKnight 1916	6.63	5.87	12.50
H. & L. McCormick Ave.—Loren Allen 1916	19.54	5.87	26.75
H. & L. Miller St.—James L. Tarse 1916	13.27	5.87	19.14
H. & L. Miller St.—Thos. Santos 1916	9.95	5.87	15.82
H. & L. Miller Ave.—Anthony Palo 1916	16.43	5.87	22.39
H. & L. Leeson Ave.—Tony Russo 1916	13.27	5.87	19.14
H. & L. Strawberry Alley—Stowe Kisten 1916	7.95	5.87	13.82
H. & L. Liberty Ave.—Henry Jordan 1916	10.55	5.87	16.45
H. & L. Dunlap St.—Mary Chick 1916	13.26	5.87	19.13
H. & L. Spring St.—Mrs. Margaret Worman 1916	18.21	5.87	24.05

LUZERNE TOWNSHIP.
79 Acres—North by J. W. Hibbs Years Past by Swan Heirs West by property of School District (Charleston Township) South by John Rutherford Acres—had except coal and mining rights heretofore sold.

James W. Allen 1915-16 \$ 66.64 5.87 \$ 72.51
Lot No. 90 in Hiller Add. Near South Brownsville, Luzerne Township.

Annah Horner alias Hannah Loy Heirs 1915 1.77 5.87 7.64

Surface 155 Acres 77 Acres. 180 Acres—Three certain tracts of surface land situate in (1) M. R. Jacobs tract of 155 acres, (2) Davidson tract of 77 acres and (3) McMullen tract of 180 acres, all situate in said township of Luzerne, Fayette County, Pennsylvania, the said Davidson and Jacobs tracts adjoining each other and together being bounded by the following corners, viz: On the North by land of Adam Jacobs Heirs, on the East by the said McMullen tract of Joseph V. Thompson, on the South by A. M. H. Jacobs land, and on the Southwest and West by the Monongahela River, and being parts of the large tracts of land conveyed to said Joseph V. Thompson by deed of record, and the said McMullen tract is bounded by lands of Isabella-Connelville Coke Company (formerly of James W. Hibbs) land of Joseph V. Thompson and heirs, and the Adam Jacobs tract (now of Joseph V. Thompson) above referred to and was conveyed to said Thompson by deed of Albert G. McMullen, et al.

Joseph V. Thompson 1915-16 412.30 5.87 448.77

79 Acres—Boyle Surface—All that part of coal and mining rights heretofore sold now owned by Joseph V. Thompson, Isaac W. Semans and James M. Husted of that tract land conveyed to them by the heirs of Clara F. Boyle, deceased by deed dated September 6, 1902 and recorded in the Recorder's Office of Fayette County, Pa., in Deed Book No. 175, page 37, situate on the Monongahela River in Luzerne Township and County of the Samuel H. Husted land, and the said Dr. George H. Crawford land and the Richard Cover land the said Boyle land and the said Boyle et al. conveying 301 acres and 8 acres and the part now owned by Joseph V. Thompson, Semans and Husted land now retained, containing about 42 acres, excepting coal and mining rights heretofore sold and conveyed by deed of record. Being all that part situate in Luzerne Township of the tract of land described in deed of Maria Bowman, et al. to said Joseph V. Thompson, Isaac W. Semans and Thos. B. Semans, dated January 11, 1900, recorded in Recorder's Office of Fayette County, Pa., in Deed Book No. 175, page 453, reference to which deed is hereby made.

(This is sold to Joseph V. Thompson, Isaac W. Semans and Thos. B. Semans share of taxes, Thos. B. Semans share having been paid.)

Joseph V. Thompson, Isaac W. Semans and Thos. B. Semans 1915-16 17.22 5.87 23.69

All that tract of land situate in Luzerne Township, Fayette County, Penna., beginning at post on line of land of L. F. Arensburg and Geo. W. Acklin, thence by land of said Acklin S. 32 degrees 40 minutes, East 12.5 perches to a walnut stump; thence South 30 degrees 45 minutes, East 12.6 perches to a sugar tree; thence South 45 degrees 10 minutes, East 25.92 perches to a fence post; thence 45 degrees 45 minutes, East 10.43 perches to a fence post; thence South 31 degrees 35 minutes, East 22.90 perches to a fence post in the line of land of William Swan's Heirs; thence by said Swan's land South 65 degrees 10 minutes, West 30.80 perches to a pin on the shore of the Monongahela River; thence down the Monongahela River North 51 degrees 25 minutes, West 106.8 perches to land of L. F. Arensburg; thence by said Arensburg land North 25 degrees 45 minutes, East 46.8 perches to place of beginning. Containing 27.499 acres. Excepting coal and mining rights sold by deed of record, and excepting 3.493 acres sold to P. V. & C.

RF Co. Being the same premises conveyed to said J. V. Thompson and P. M. Semans, Jr., by deed dated January 8, 1903, recorded in Recorder's Office of Fayette County, Pa., in Deed Book 226 page 106.

Joseph V. Thompson & P. M. Semans, Jr. 1915-16 17.99 5.87 23.77

All the undivided one-half interest of the coal of the nine foot vein or Pittsburgh seam in and underlying all that certain tract of land situate in Luzerne Township, Fayette County, Pennsylvania, adjoining lands of Chas. E. Stewart, W. J. and Mary C. Stewart, Columbus Porter, James Allen, N. E. Porter and land formerly of B. F. Hibbs, beginning at corner of lands of N. E. Porter and W. J. and Mary C. Stewart, thence along lands of said W. J. and Mary C. Stewart the six following courses and distances: North 7 degrees 0.2 perches, North 30 minutes, West 9.4 perches, North 2 minutes, West 3.0 perches, North 2 degrees 30 minutes, East 1.9 perches, North 8 degrees 30 minutes, West 29 perches, North 10 degrees 3 minutes, West 32.5 perches to land of Columbus Porter; thence along said Porter's land North 33 minutes, West 4.8 perches, North 53 degrees 20 minutes, West 9.9 perches; North 43 degrees 15 minutes, West 13.1 perches; North 55 degrees 38 minutes, West 32.21 perches to land of James Allen; thence along said Allen's land 69 degrees 45 minutes, East 16.7 perches; North 75 degrees, West 9.9 perches; North 50 degrees, West 13 perches; to a stone in road across said distance being in and along public road, thence along land formerly of B. F. Hibbs South 3 degrees 15 minutes, West 56.4 perches to land of N. E. Porter; thence along said Porter's land, South 33 degrees 30 minutes, East 53.45 perches to post; South 70 degrees 30 minutes, East 64.17 perches to point in road, the place of beginning, containing about 65 acres, together with mining rights as recited in deed to said Ada B. Vankirk et al., dated September 18, 1909, recorded in Recorder's Office of Fayette County, Pennsylvania in Deed Book No. 173, Page 197, reference to which is hereby made.

Ada B. Vankirk 1915-16 670.98 5.87 675.90

REDSTONE TOWNSHIP

90 Lots, valuation \$1,350.00 and Lots, valuation \$100.00 being part of the Mary Kacur plan of lots situate on the Fairbanks and National Pike Road in Redstone Township, above said, and being a part of the premises conveyed to Mary Kacur by J. Newton Hibbs and wife by deed dated April 1, 1911, and recorded in the Recorder's Office of Fayette County, Penna., in Deed Book Vol. 316, page 51.

Joseph Kacur & Mary Kacur 1915-16 59.03 5.87 64.39

All that certain tract or parcel of land situate in said Redstone Township, containing 197 acres more or less, adjoining lands Jerry Pearson, Clark Hagerly, Daniel Phillips and Richard Randolph and on which are erected a two story log house, frame stable and other out buildings, was conveyed to the said Jacob Sawyer by deed of Calvin Springer, Sheriff of Fayette County, dated June 7, 1877, recorded in the Recorder's Office of Fayette County in Deed Book Vol. 33, page 130.

Jacob Sawyer 1915 73.31 5.87 79.18

Five acres of Pittsburgh vein of coal at or near stone church on road leading from Merrittstown to National Pike, adjoining coal of Republic Iron and Steel Company, together with mining rights.

J. R. Vankirk 1915-16 141.07 5.87 146.14

Lots No's—124, 125, 126, 127, 132, 143, 144, 145, 146, 57, 67, 71, 72, 81, 82, 83, 87, 93, 100, 103, 104, 121, 123, 127, in Cardale plan of lots of the said Roy J. Wycoff.

Roy J. Wycoff 1915 13.61 5.87 19.43

127 acres of surface land situate in Redstone Township, Fayette County, Penna., being made up of two separate tracts designated as follows: (1) A portion of the Maria Bowman tract which contained 82 acres and 152 perches and is situate in Luzerne and Redstone Townships, said tract having been conveyed to said Thompson, J. W. Semans and T. B. Semans by deed of Maria Bowman, et al., dated January 11, 1900, Deed Book 175, page 453. Said tract being bounded on the North by land of John Simpson and Thos. Simpson and A. W. Davidson; on the East by land of Bowman Heirs; on the South by land of R. Vernon and on the West by land of R. Vernon. (2) A portion of the James West tract which contained 134.564 acres, and situate in Redstone Township said tract having been conveyed to said Thompson, J. W. Semans and T. B. Semans by deeds as follows: Deed of James West, et al., dated March 5, 1900, Deed Book 180, page 187 and deed of Mary F. Vernon and husband, dated January 17, 1901, Deed Book 193, page 62. Said tracts being bounded by lands of Moses Husted, Nancy Crawford, Calvin England, J. H. Davidson, A. W. Davidson, Thomas Simpson, heirs of Abram Garwood, et al. The nine foot vein of coal, with appurtenant mining rights, has been sold and conveyed from out and from under said lands, by deed of record. The said Thompson, J. W. Semans and Thomas B. Semans, by deeds recorded in Deed Book 267, page 38 Deed Book 277, page 283, Deed Book 303, page 431, Deed Book 331, page 241 and Deed Book 342, page 153, have conveyed away portions of said tracts of land and are seized of 127 acres thereof which is subject to 1916 taxes as aforesaid.

(The above is advertised for Joseph V. Thompson and Isaac W. Semans share of taxes Mr. Thos. B. Semans share having been paid.)

Joseph V. Thompson, Isaac W. Semans and Thos. B. Semans 1915-16 154.78 5.87 160.65

SPRINGHILL TOWNSHIP

127 Acres—Bounded on East by Lewis Birchfield West by Point Marion Road North by Geo. W. Elmer, South by Point Marion Road.

E. D. Brier 1915 71.40 5.87 77.27

Clemmer-Dowsey Coal 8 Acres—East by James Ramsey, West by Ira Birchfield North by Geneva Road.

South by David Lynn Heirs. I. W. Semans 1915-16 75.09 5.87 80.96

R. W. Higginbotham Coal, 87 Acres—South by Cheat River, West by Richard Drew, North by Richhill Coke Co. East by Republic Iron & Steel Co.

(This is advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

V. Thompson, A. L. Moser, Wm. Thompson, C. J. McCormick & Geo. D. Howell 1915-16 433.54 5.87 439.41

J. A. Lyons Coal, 110 Acres—North by A. A. Brooks South by Fancy Hill Coke Co. East by Republic Iron & Steel Co. West by Morgantown Road.

(This is being advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, A. L. Moser, Wm. Thompson, C. J. McCormick & Geo. D. Howell 1915 516.96 5.87 522.83

Woodward Surf, 141 A., Harrieklow Surf, 100 A., Woodward Coal, 89 A., Harrieklow Coal, 80 A., M. M. Blomson Coal, 61 A.—West by Richard Drew, North by Richhill Coke Co. East by Republic Iron & Steel Co. South by Cheat River.

(The above is advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, W. M. Thompson & A. L. Moser 1915-16 1608.43 5.87 1614.30

L. B. Gans Coal, 32 Acres, J. L. & M. Gans Coal, 23 Acres, O. J. Hertzog, 30 Acres—South by Cheat River, West by Richard Drew, North by Richhill Coke Co. East by Republic Iron & Steel Co.

(This is advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, W. M. Thompson and A. L. Moser 1915-16 555.87 5.87 561.73

Mary P. Lyons Coal, 25 Acres—South by Cheat River West by Richard Drew, West by Richhill Coke Co. East by Republic Iron & Steel Co.

(This is being advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, Wm. Thompson & A. L. Moser 1915-16 1315.85 5.87 1321.71

David Morgan Coal, 100 Acres—South by John Morgan, North by Richhill Coke Co. West by A. J. Stewart Heirs East by John Morgan.

(This is advertised for J. V. Thompson's Wm. Thompson and D. S. Hickey's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, D. S. Hickey, W. M. Thompson & A. L. Moser 1915-16 719.00 5.87 724.87

D. P. Morgan Coal, 150 Acres—South by United Connelville Coal Co. North by John Morgan, West by Geo. Frankenberg, East by John Morgan.

(This is advertised for J. V. Thompson's Wm. Thompson and C. H. Seaton's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson & C. H. Seaton 1915-16 704.91 5.87 710.78

M. E. Brier Coal, 14 Acres—West by Monongahela River, East by Point Marion Road, North by Friendship Heights Land Co.

J. V. Thompson, L. B. & D. S. Hickey, Friendship Hill Surf and Buildings 2,800 Acres, James C. Ramage, Surf, 8 Acres; E. D. Brier Surf, 127 Acres—West by Monongahela River, South by Monongahela River, East by Point Marion Road, North by Friendship Heights Land Co.

J. V. Thompson 1915-16 1413.28 5.87 1419.15

Rebecca Blosser Coal 17 Acres, 3 Houses & 2 1-2 Acres—South by Cheat River North by Pizzelle Haro, East by Ellis Stephenson, West by Point Marion Road.

(This is advertised for J. V. Thompson's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson & A. L. Moser 1915-16 89.41 5.87 95.28

Gans Surf & Coal, 70 Acres; C. S. Emory Coal, 138 Acres; Geo. & J. A. Hertzog, 30 Acres—North by A. A. Brooks, South by Fancy Hill Coke Co. East by Republic Iron & Steel Co. West by Morgantown Road.

(This is advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, A. L. Moser, W. M. Thompson, C. J. McCormick & Geo. D. Howell 1915-16 1057.92 5.87 1063.79

J. L. Baker Coal, 73 Acres; D. M. Baker Coal, 6 Acres; D. M. Baker, Sr. Coal, 87 Acres—North by A. A. Brooks, South by Fancy Hill Coke Co. East by Republic Iron & Steel Co. West by Morgantown Road.

(This is advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, A. L. Moser, W. M. Thompson, Geo. D. Howell & C. J. McCormick 1915-16 599.47 5.87 605.34

Surf 26 Acres—North by Wympe Gap Road, East by John Hunter, West by John Dodson, South by James T. Brady.

Arabella Hunter Heirs 1915 11.32 5.87 17.19

V. Thompson, A. L. Moser, Wm. Thompson, C. J. McCormick & Geo. D. Howell 1915-16 433.54 5.87 439.41

J. A. Lyons Coal, 110 Acres—North by A. A. Brooks South by Fancy Hill Coke Co. East by Republic Iron & Steel Co. West by Morgantown Road.

(This is being advertised for J. V. Thompson's Wm. Thompson and Geo. D. Howell's share of taxes, A. L. Moser's and C. J. McCormick's having been paid.)

J. V. Thompson, A. L. Moser, Wm. Thompson, C. J. McCormick & Geo. D. Howell 1915 516.96 5.87 522.83

Woodward Surf, 141 A., Harrieklow Surf, 100 A., Woodward Coal, 89 A., Harrieklow Coal, 80 A., M. M. Blomson Coal, 61 A.—West by Richard Drew, North by Richhill Coke Co. East by Republic Iron & Steel Co. South by Cheat River.

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J. V. Thompson, Wm. Thompson & A. L. Moser 1915-16 1315.85 5.87 1321.71

MAKE ELECTRICAL POWER AT MINES; SAVE HAULING COAL

Is War Measure For Relief of the Railroad and Fuel Situations.

A GOVERNMENT PROJECT

Already Under Way to Be Located in the Anthracite Region of Pennsylvania; Surveys Authorized by the United States Fuel Administration.

As a war measure for the relief of the unsatisfactory railroad and fuel conditions, steps are being taken to establish high tension electric generating plants at the mines, particularly at the mines close to large manufacturing cities, as in New York, Pennsylvania, Ohio, Indiana and Illinois, and instead of hauling the coal out in cars, send its energy out over the wires, to be converted into light, heat and power and transmitted where light, heat and power are to be used.

Announcement has already been made that a gigantic project, under federal auspices, is to be undertaken in the anthracite region of Pennsylvania. A survey authorized by Fuel Administrator Garfield is under way, having as its object the establishment of central stations at the anthracite mine centers to supply communities within a radius of many miles. It is proposed that the project be financed by the government, definite plans for which are now being worked out by a committee of experts.

The plan as a whole has been under consideration by many engineers for a long time, who have realized that the existing practice of hauling coal to the plants is wasteful, wholly unnecessary and a burden to the railroad.

"An investigation will show," says a well known engineer, "that most of the small industrial plants that are burning coal under boilers are evaporating four to eight pounds of water per pound of coal burned, instead of evaporating 10 to 12 or 14 pounds of water per pound of coal, and in the present war crisis this is nothing short of criminal waste."

"The larger plants and plants such as should be installed at mines burn coal efficiently."

"I recommend even further conservation; establish at the mines by-products plants, using the gas produced for fuel to make the high tension current and save for the market the coke, ammonia, tar products, etc."

"Under this plan electric current could be sold cheaper than that furnished by hydro-electric plants."

"It is not suggested that the railroads will be immediately relieved of all coal tonnage, for the ships will need coal, and unless or until railroads are electrified they will need coal; but by the prompt installation of large electric plants at mines in the coal fields close to large cities there will be a largely increased demand for coal and a correspondingly large releasing of cars for other loading."

"The one outstanding unsatisfactory feature of the war preparation program has been the inability of the railroads to handle tonnage, and as a war measure some such enterprise as outlined, operated by the government, or under its control, would provide at least a partial solution of the unsatisfactory railroad and fuel conditions."

"Due to the crowded condition of the plants furnishing railroad equipment there is little hope of largely strengthening the railroad link by adding railroad equipment, but it is possible to relieve this link of some of its strain."

"Proposed ways and means for the relieving of this situation have revealed nothing but a speeding up of age-old methods as applied to both railroads and the fuel conditions. If anything new and big and really constructive has been offered it has not been publicly revealed, and the demand is for something new and big and constructive. Because we have, for years, hauled coal to every manufacturing, lighting and power plant in the country is no reason why we should continue to do so indefinitely, thereby loading the railroads with a tonnage that never should have left the mines."

REFEREE CONFIRMS SALE OF 6,000 ACRES OF COAL TO FRICK

Thompson Deal Now Goes to the United States District Court for Final Approval.

J. G. Carroll, referee in bankruptcy of the J. V. Thompson estate, Friday confirmed the \$6,000,000 purchase of J. V. Thompson coal lands by the H. C. Frick interests. He dismissed all exceptions to the sale and directed that all mortgage creditors involved in the 12,000 acre deal be paid in full with interest. He directed that none of the costs should be borne by the mortgagees. Mr. Carroll directed that \$2,200,000 of the purchase price be paid to the Thompson estate.

"The decision will be forwarded to the District Court of Western Pennsylvania for final confirmation."

Many Offices Discontinued. An order has been issued by Director General of Railroads McAdoo discontinuing separate city freight or passenger offices and the consolidation of ticket offices into union offices centrally located. Tourists and similar agencies and all off-line traffic offices are also discontinued.

If you have coal land for sale advertise in The Weekly Courier.

RAILROADS CAN NO LONGER ENJOY COAL PRICE CONCESSIONS

Continued from Page One

The problem is considered all the more serious by the Fuel Administration, due to the fact that there has been no gain in the car supply.

Unless this situation can be relieved, it was stated, the American people will face the same situation next winter that they did last, for there can be no decrease in the constant demands of the railroads and war industries, no matter how much production may be curtailed.

It is for this reason that the Fuel Administration is hammering on its advice to buy early. Unless the operators can definitely determine through the slack months the production of which they can dispose they will be overwhelmed with the coming of cold weather by the requirements of all classes and face an impossible situation.

Negotiations between Dr. Garfield and members of the railroad control board may continue for several days. The officials of the Fuel Administration are not favorably inclined to the proposal, especially since an increase in the price of domestic coal now would completely upset the "Buy Coal Now" campaign which the administration has launched as a means of minimizing the possibility of another fuel shortage in household bins next winter.

Information placed before Dr. Garfield is that the railroads had gone to the producers along their lines and offered new contracts at 50 cents to \$1 under the prevailing government price, and promised to furnish all cars needed by those who accepted the contracts. In some instances these contracts were accepted—but on grounds that a full car supply would permit six and seven days' operation each week, thus reducing labor dissatisfaction and increasing their revenues.

Adjacent mines which had not accepted these contracts had been standing idle from two to four days a week for need of cars. Thus, the need of higher prices for their output has increased.

In several instances complaints were lodged by these operators with Dr. Garfield, and the matter has been put before the railroad control board which urged that railroads be permitted to make coal contracts without regard for the fuel administration. Dr. Garfield dissented from this view.

A sinister feature in the situation is the unrest which is spreading among coal miners because of growing idleness in less favored mines. This aspect causing keenest anxiety with Dr. Garfield. It is authoritatively stated that if the situation continues in its present course, labor troubles of serious proportions may spring up.

Dr. Garfield has instituted a sweeping investigation into statements made to him that many railroads have contracted for more coal than they need for transportation purposes, and are distributing this fuel among certain favored industries that give them preference in the matter of freight movement.

The fact that this situation has sprung up under government control of the railroads has produced widespread unfavorable comment in official circles in Washington, especially in view of the rigid and drastic supervision and regulation which has been maintained over the coal industry since last August, and the extreme measures which have been meted out to individuals and companies who violated, intentionally or otherwise, orders and regulation imposed by Dr. Garfield and his assistants.

PREFERENCE LIST FOR DISTRIBUTION OF COAL AND COKE

Continued from Page One.

Electrical equipment.—Plants manufacturing same.

Explosives.—Plants producing explosives.

Parm implements.—Manufacturers exclusively of agricultural implements and farm operating equipment.

Feed.—Plants producing feed.

Ferro-alloys.—Plants producing.

Fertilizers.—Manufacturers of fertilizers.

Fire brick.—Plants producing exclusively.

Food.—Plants manufacturing, milling, preparing, refining, preserving and wholesaling food for human consumption.

Food containers.—Manufacturers of tin and glass containers and manufacturers exclusively of other food containers.

Gas.—Gas-producing plants.

Gas.—Plants manufacturing exclusively gas-producing machinery.

Guns (large).—Plants manufacturing same.

Hemp, jute and cotton bags.—Plants manufacturing exclusively.

Insecticides.—Manufacturers exclusively of insecticides and fungicides.

Iron and steel.—Blast furnaces and foundries.

Laundries.

Machine tools.—Plants manufacturing machine tools.

Mines.—Plants engaged exclusively in manufacturing mining tools and equipment.

Newspapers and periodicals.—Plants printing and publishing exclusively newspapers and periodicals.

Oil.—Refineries of both mineral and vegetable oils.

Oil production.—Plants manufacturing exclusively oil well equipment.

Public institutions and buildings.

Public utilities.

Railways.—Plants manufacturing

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT	
Rate per Gross Ton of 2,240 lbs.		Wilmington	
Pittsburgh	Other	Pittsburgh	Other
Baltimore, Md.	\$2.15	\$2.00	\$1.85
Chesapeake, Pa.	2.15	2.00	1.85
Harrisburg, Pa.	2.15	2.00	1.85
Johnstown, Pa.	2.15	2.00	1.85
Lebanon, Pa.	2.15	2.00	1.85
New York, N. Y. (R.R.)	2.15	2.00	1.85
New York, N. Y. (W.R.)	2.15	2.00	1.85
Philadelphia, Pa.	2.15	2.00	1.85
Sparrows Point	2.15	2.00	1.85
Stanton, Pa.	2.15	2.00	1.85
South Bethlehem, Pa.	2.15	2.00	1.85
Syracuse, N. Y.	2.15	2.00	1.85
To ATLANTIC PORTS via P. R. R.			
Greenwich, local	1.90	1.75	1.60
Greenwich, export	1.70	1.55	1.40
South Amboy, F. O. B.	2.05	1.90	1.75
Hartsum Cove	2.10	1.95	1.80
Greenville	2.10	1.95	1.80
Canton, Balto. local	1.90	1.75	1.60
Canton, Balto. export	1.68	1.48	1.33
To ATLANTIC PORTS via B. & O.			
St. George Coal Piers	2.40	2.25	2.10
St. George for Export	2.05	1.90	1.75
Philadelphia Coal Piers	1.80	1.65	1.50
Philadelphia for Export	1.70	1.55	1.40
Curtis Bay Piers	1.60	1.45	1.30
Curtis Bay for Export	1.63	1.48	1.33

The rate from the Fairmont District to Johnstown is 75c; Monongahela Railway to state line, 85c; below state line to Fairmont, 85c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad south of Ruffsdale.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Masonstown Branch and from the Fairmont Region of West Virginia.

The Connellsville District includes points east as far as Latrobe and west on the Southwest Branch to and including Ruffsdale, south to and including Brownsville and Brazzall or the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

TO WESTERN PORTS.		ORIGINATING DISTRICT	
Rate per Net Ton of 2,000 lbs.		Coke	
Pittsburgh	Other	Pittsburgh	Other
Canton, O.	\$1.10	\$1.20	\$1.25
Chicago, Ill.	2.05	2.05	2.20
Cleveland, O.	1.15	1.25	1.30
Columbus, O.	1.15	1.25	1.30
Detroit, Mich.	1.40	1.40	1.55
Indiana Harbor, Ind.	2.05	2.05	2.20
Toledo, O.	1.25	1.25	1.40
Youngstown, O.	35	95	100
Lake Ports	31	105	105

The Pittsburgh District includes points east as far as Latrobe and west on the Southwest Branch to and including Ruffsdale, south to and including Brownsville and Brazzall or the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

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